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TIME-TABLE.

WEEK DAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	12.00	1.15	4.55	7.10
Yammat...Dep.	6.50	9.24	10.39	12.09	1.24	4.58	7.19
Shatin...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	7.31
Taipei...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	7.44
Taipei Market...Dep.	7.31	9.55	11.10	12.38	1.53	5.13	7.48
Fanning...Dep.	7.33	10.08	11.23	12.48	1.58	5.24	7.58
Shungchi...Dep.	7.38	10.07	11.22	12.53	2.07	5.23	8.03
Shumchun...Arr.	7.43	10.13	11.28	12.58	2.13	5.34	8.08

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...Dep.	7.21	8.06	10.38	11.40	3.00	4.37	6.08
Shungchi...Dep.	7.23	8.12	10.45	11.47	3.07	4.54	6.15
Fanning...Dep.	7.23	8.14	10.49	11.51	3.11	4.58	6.19
Taipei Market...Dep.	7.43	8.28	10.59	12.03	3.21	4.58	6.29
Taipei...Dep.	7.48	8.30	11.04	12.07	3.25	4.58	6.33
Shatin...Dep.	7.59	8.42	11.17	12.21	3.38	4.56	6.46
Shungchi...Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.58
Yammat...Dep.	8.20	9.03	11.37	12.41	3.58	5.16	7.04
Kowloon...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	7.04

SUNDAYS AND PUBLIC HOLIDAYS

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...Dep.	6.40	9.15	10.30	12.00	1.15	4.55	7.10
Yammat...Dep.	6.50	9.24	10.39	12.09	1.24	4.58	7.19
Shatin...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	7.31
Taipei...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	7.44
Taipei Market...Dep.	7.31	9.55	11.10	12.38	1.53	5.13	7.48
Fanning...Dep.	7.33	10.08	11.23	12.48	1.58	5.24	7.58
Shungchi...Dep.	7.38	10.07	11.22	12.53	2.07	5.23	8.03
Shumchun...Arr.	7.43	10.13	11.28	12.58	2.13	5.34	8.08

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shumchun...Dep.	8.19	10.38	11.40	3.00	4.17	5.40	6.08
Shungchi...Dep.	8.19	10.45	11.47	3.07	4.24	5.47	6.15
Fanning...Dep.	8.23	10.49	11.51	3.11	4.28	5.51	6.19
Taipei Market...Dep.	8.23	10.59	12.03	3.21	4.38	5.61	6.29
Taipei...Dep.	8.27	11.04	12.07	3.25	4.43	5.65	6.33
Shatin...Dep.	8.51	11.17	12.21	3.38	4.55	5.78	6.46
Shungchi...Dep.	9.03	11.29	12.33	3.50	5.07	5.90	6.58
Yammat...Dep.	9.11	11.37	12.41	3.58	5.15	6.04	7.04
Kowloon...Arr.	9.11	11.37	12.41	3.58	5.15	6.04	7.04

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	12.30	1.05	1.15	5.10	5.10
Shungchi...Arr.	8.30	12.15	1.05	1.10	2.00	5.55	5.55

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shatin...Dep.	7.45	11.30	12.30	1.05	1.15	5.10	5.10
Shungchi...Arr.	8.30	12.15	1.05	1.10	2.00	5.55	5.55

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KAN TONG PO,
Chief Manager.
Hongkong, 15th February, 1925. [33]

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Kobe, London, Lyons, Manila, Peking, Rangoon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.
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C. ARIMA, Manager.
Hongkong, 14th September, 1925. [35]

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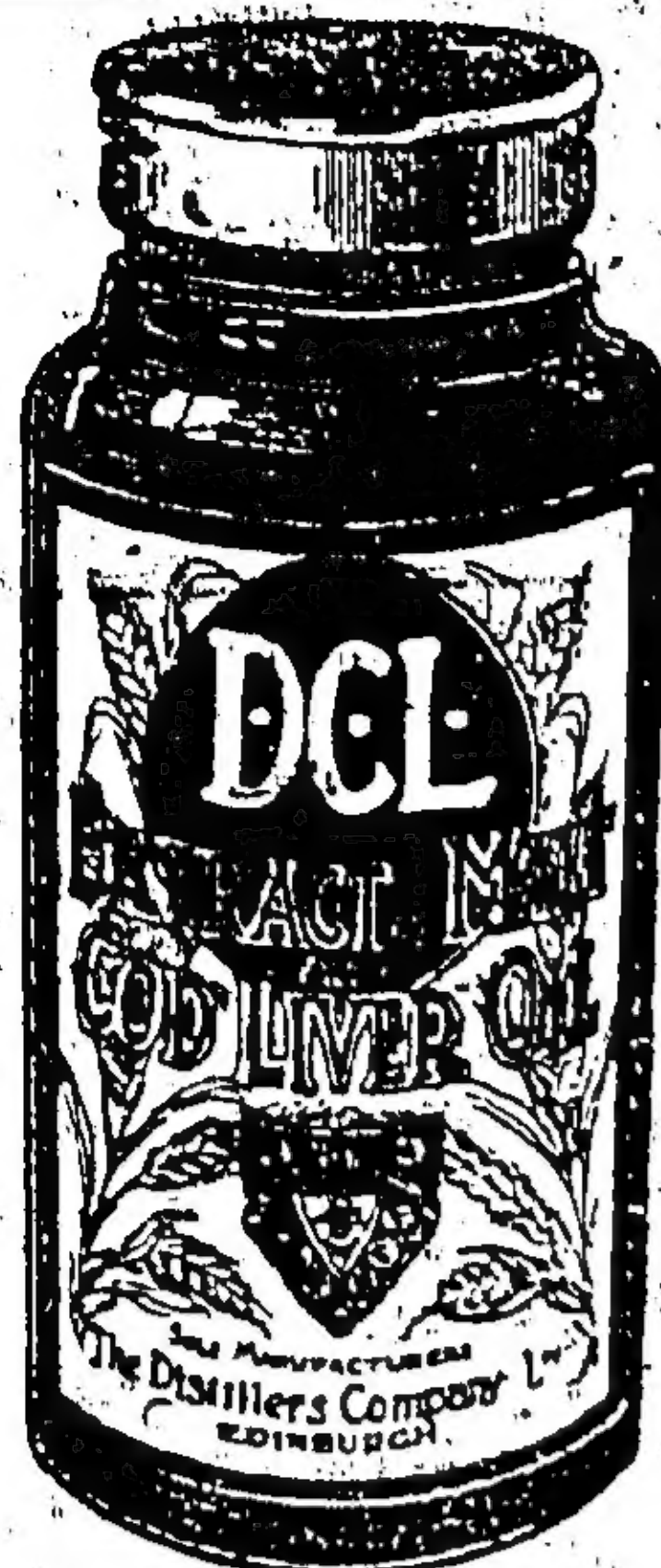
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LOST TRADE CAN BE REGAINED. SELL THE FOREIGNER WHAT HE WANTS.

[BY SIR WOODMAN BURLEIGH, BART.]

Great Britain is losing annually no less than about £50,000,000 worth of orders from South America owing to the antiquated and inefficient business methods in vogue among most British firms which aspire to trade with that continent.

This startling revelation suggests the further inquiry: What is the aggregate of this yearly loss? If this is happening in one country or one continent, what must be Great Britain's total loss in the markets of the world? If South America is an indication, we may take it that at least £200,000,000 a year is deliberately thrown away by the British manufacturer and trader because of his inattention to the essential requirements of modern business.

What is the remedy? First, before we can expect to see foreign trade revive we must get rid of that all too pervasive feeling that it is "too much trouble" or "not worth it" to change an old method to please a foreign customer.

CAPITAL OUTLAY NEEDED.

The necessary changes may at first involve the expenditure of a certain amount of capital, but this will be far outweighed by the increase in the volume of orders, and therefore the profits, that will result from the increased efficiency and selling power brought about by the improvements.

It may be taken as a general axiom that the post-war decrease in the volume of British trade with South America and elsewhere is mainly due to two causes—one economic and one racial.

To the racial cause, or rather, the dogmatic insularism of the average British trader may be ascribed the major portion of the loss. He seems unable to visualise the prevailing conditions, and tastes of any country other than his own.

He sends but his representatives bound hand and foot at every turn by arbitrary restrictions imposed by the home firm. They are not allowed to sell goods except according to the manufacturer's specification. They are not allowed to depart from the pre-imposed restrictions that not only hamper but positively stifle active trade.

The economic factor has also to be taken into consideration. Without entering into controversy, it may safely be said that the South American buyer will buy British goods—if he can; but inevitably he comes up against the question of price. The difficulty, of course, is the unduly high production costs of British wares.

IRRITATING BUYERS.

From another point of view, too, the British is at a disadvantage compared with other countries. He pays far too little attention to the advertising side of his business. It is useless to pretend that the mentality of the English and South Americans are the same; and therefore it follows that the advertisement which has been so successful in England will not necessarily be useful in another country. It could almost be laid down as a general rule that catalogues and advertisements should only be drawn up by a person intimately acquainted with the country and its people.

Then, again, there is the really appalling laxity which is daily shown in the appointment of men to represent British firms in foreign countries. In many cases they have no knowledge of the conditions, and too often they cannot speak the language, or speak it so badly that they cannot be readily understood. And nothing irritates a potential buyer so much as long-winded discussions in which the buyer and seller are at sixes and sevens.

We can regain our lost foreign trade, but only by strict attention to details such as these. We should try to sell the foreigner what he wants, not what we have on hand to sell. How often has it happened that the buyer wants our goods, but wants some slight alteration made in the method of packing or manufacture—and we have not had foresight enough to accede to his wishes! And so one more customer and one more market has been lost to us.

"THE ENGLAND OF ASIA." BISHOP OF TOKYO ON MODERN JAPAN.

The Bishop of Tokyo, preaching at Canterbury Cathedral, paid a warm tribute to the work that England had done for Japan, both throughout modern times and more particularly in connection with the recent earthquake at Tokyo.

Referring to the growth of modern Japan, he said they had tried to get the best that the West possessed, but they had been in such a hurry that they seemed to be getting tired as well as wheat. In spite, however, of many mistakes, they had obtained in the last half-century. What they had tried to get and what they believed to a large extent they had secured, was Anglo-Saxon civilisation. They were to-day called the England of Asia. This might be because they were both island countries of about the same size, and that they had strong monarchical government, but more than that, it was because they had a similar type of government, only different in degree, not in kind. For all this he felt he ought to thank them in England in the name of Japan.

Referring to Christian progress in Japan, he said that the 200,000 Christians in that country included Roman Catholics, Russian Orthodox, and all the Protestant members. In the Anglican communion, Japan had about 20,000 baptised members. They had 40-day, 120 Japanese priests and 50 deacons. They had their own translation of the Bible and their Prayer-book and hymnal.

HONGKONG STOCK EXCHANGE. CLOSING QUOTATIONS.

November 13th, 1925.	
Hongkong Bank	\$1,115 bid.
Do. London	\$150 nom.
Chartered Bank	\$220 nom.
Mercantile Bank, A. & B.	\$230 nom.
Do.	\$215 bid.
P. & O. Bank	\$29 bid.
East Asia Bank	\$30 nom.
Caston Insurance	\$80 nom.
China Underwriters	\$2 nom.
North China Insurance	Ts. 140 nom.
Union Insurance	\$355 sales
Yangtze Insurance	\$35 buy.
China Fire Insurance	\$ 60 nom.
Hongkong Fire Insurance	\$600 nom.
Douglases	\$40 nom.
H.K. & C. M. Steamboats	\$24 bid.
Hongkong Tugs	\$14 bid. & sa.
Indo-China (Trade)	\$38 nom.
Do. (Def.) London	\$70 nom.
Do. Hongkong	\$70 nom.
Shell Transport	\$8 bid.
Star Ferries	\$50 nom.
Waterboats	\$14 buy.
Oriental Navigations	\$250 nom.
China Sugars	\$37 nom.
Malabon Sugars	\$3 nom.
Benguet	\$3 nom.
H.K. & S. Wharves	\$140 nom.
H.K. & W. Docks	\$58 bid.
Hongkong	\$170 nom.
New Engineering	Ts. 7 bid.
Shanghai Dock	Ts. 114 bid.
Amusements	\$10 bid.
H.K. & S. Hotels (old)	\$9 bid.
Hongkong Leasing	\$4 bid. 65 sa.
Hongkong Realty (cp.)	\$5 nom.
H.K. Tramways (cp.)	\$6 sel.
Humphreys & Bates	\$16 nom.
Princes Buildings	\$150 nom.
Rural Lands	\$7 sel.
Ewo Cottons	Ts. 9 buy. & sa.
Oriental	Ts. 3 buy.
Shanghai Cottons (old)	Ts. 53 bid.
Do. (new)	Ts. 27 bid.
Canton Iron	\$74 sel.
Cements (combined)	\$15 sel.
Do. (old)	\$13 nom.
Do. (new)	\$1 nom.
China Buses	Ts. 104 buy.
China Lights (combined)	\$22 sel.
Do. (old)	\$18 nom.
Do. (new)	\$15 nom.
China Providents (cp.)	\$14 nom.
Do. (old)	\$9 sel.
Do. (new)	\$9.40 nom.
Construction	\$2 sa.
Dairy Farms	\$154 sel.
Der A Wing (cp.)	\$10 nom.
Do. (p.p.)	—
Hongkong Electric	\$56 sel.
Macao Electric	\$40 bid.
H.K. Development	\$0 bid. buy.
H.K. Ropes (combined)	\$40 nom.
Do. (old)	\$134 nom.
Do. (new)	\$8 nom.
Hongkong Tramways	\$25 sel.
Loan Trustees	\$123 nom.
Mackintosh	\$22 nom.
Peak Trans (old)	\$11.10 buy.
Do. (new) (cp.)	\$4 nom.
Shippers	\$5 sel.
Taxis	\$5 sel.
United Albert	\$20 nom.
Watsons (old)	\$16 sel.
Do. (new)	\$15 sel.
William Powells	\$10 sel.
buy—buyers; sel.—sellers; sa.—sales; nom.—nominal.	

WALLS OF LONDON.

FINDS IN PRIORY OF THE BLACK FRIARS.

The remains of the 13th century dominican priory of the Black Friars, which have been unearthed by workmen who are excavating in the rectangle of ground surrounded by Chancery, Carter Lane, Friar Street, and Ireland-yard, between Queen Victoria Street and Ludgate Hill, E.C., are to be reassembled in the garden of St. Dominic's Priory at Hampstead, N.W.

The Rev. Dunstan Sargent, of St. Dominic's Priory, has been on the site of the old priory keeping a keen watch for any further portions of the original stonework which might come to light beneath the picks of the workmen.

A cartload of fragments of pillars which once stood in the church of the ancient priory, and other stones, has already been removed from the site to Hampstead.

Further Sargent pointed out to a *Daily Mail* reporter portions of pillars which are at the moment deeply embedded in rubble and flanked by large dark-coloured stones which archaeologists state originally belonged to the old Wall of London.

ROMAN TILES.

In addition to these remains, the excavators have also found a considerable number of Roman red tiles and Tudor bricks, the blood-red colour of which is almost as bright as when the bricks were made.

Father Sargent said: There is no doubt that, having found the Roman tiles when they were making the foundations of their priory in 1278, the Black Friars decided to use them. There is plain evidence, too, that they used for their foundations rubble which the Romans brought to this country as ballast in their ships.

A good deal of it has been unearthed on the site, here, and it is so hard that even the pick-axes make very little impression on it.

It is very different rubble from that used in the piers of St. Paul's. If Wren had used material like it, there would have been nothing wrong with St. Paul's to-day.

He added that the Tudor bricks were apparently the remains of buildings erected on the ruins of the old priory.

On some of the stones which have been recovered there are clearly to be seen the marks made by the chisels of the masons who shaped them nearly 700 years ago.

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SIR EDWARD STUBBS INTERVIEWED IN SINGAPORE.

THE TRAFFIC IN OPIUM.

BOYCOTT AND THE TRADE LOAN.

Sir Edward Stubbs, whilst on his way home was interviewed at Government House, Singapore, by a representative of the *Singapore Free Press* and discussed the question of the Opium trade in China and also the boycott of Hongkong and Singapore's participation in the Trade Loan.

"I will tell you what I have told everybody else," Sir Edward said to his interviewer when questioned on the subject of opium. "Opium smoking in Hongkong can be stopped within six months or at most a year from the time that China ceases to grow opium. I wanted to do it, but it cannot be done until opium growing in China ceases. The coastline is a wide one and you cannot keep control over things coming in. A junk can get ashore anywhere. We know perfectly well that opium is dropped, buried with bamboo floats, in the channel and picked up. The Chinese grow opium can be sold at a profit of two dollars a sack, while our superior brand is sold at fourteen dollars a sack. The point is we have checked the consumption of opium in the only way so far as we can see, and that is by putting up the price so that it is beyond the possibility of the ordinary person to smoke it in large quantities. The result, so far, is to drive people to use the cheaper Chinese opium. It is obvious that until we get rid of the creation of the Government supply would have no effect whatever. The root of the matter is simply the cheap Chinese opium; when that is stopped definitely opium smoking in Hongkong will be stopped at once."

LOSS OF REVENUE FORESEEN.

It was not really a very serious problem in Hongkong, Sir Edward stated. He agreed that there was abuse of the habit, but not widespread abuse. That he ascribed to the control by raising the price and Government's endeavours to stamp out the opium divans—commonly known as "dens." Hongkong during the past year derived a revenue of a trifle under three and a half million dollars from opium; had it not been for the boycott it would have probably been between four and a half and five million dollars. That is not all profit; expenses are pretty considerable. The Government of Hongkong foresaw the possibility of having to dispend with this revenue long ago, and at once started to develop other sources of revenue. The result is that Hongkong could have dispensed with the opium revenue, not without inconvenience, but without definite disaster.

Registration as proposed in the Straits would not be possible in Hongkong, according to Sir Edward. In normal times, he explained, there were tens of thousands of people coming into Hongkong for a day or two, by steamer, railway, by junk, and on foot. It is the simplest matter for those people to bring opium in with them, when they can conceal on their persons enough opium to last a whole family of normal smokers for a month. A strict process of search might be instituted, but even the Chinese would not stand that; searching is strict enough as it is.

While the Chinese retained their natural ingenuity and their cheap opium it was difficult to see how opium could be kept out, Sir Edward declared, paying an unconscious tribute to the cleverness of the people engaged in the opium smuggling trade. The trouble in the past has been the enormous quantity of Persian opium that has been smuggled into Hongkong. There is practically no Indian grown opium going in. The cleverness and ingenuity of the Chinese in smuggling anything is notorious, and the Oriental who engages in opium smuggling are evidently no exception to the general rule. The hollow legs of bedsteads, the hollowed out wooden part of buckets, the soles of shoes, even women's hair, afford effective hiding places for the small packets of illicit opium.

OPIUM ON WARSHIP.

Many amusing stories could be told in connection with the illegal opium traffic, but none perhaps more so than that relating to the big haul on one of the British warships at Wei-hai-wei, of opium which must have been there when Hongkong's Governor was on board. "Something like \$800,000 worth of opium was found concealed behind the watercooler in the captain's cabin," Sir Edward said. "The captain was not using it at the time. As a matter of fact," he said laughingly, "I had been sleeping there myself." The opium had been concealed there by the captain's boy. The size of the problem may be indicated by the fact that in one seizure alone more than two tons of opium was discovered, in the neighbourhood of Hongkong, but obviously intended to be smuggled into China territory by degrees. Matters are not rendered more easy by the fact that most of the armies engaged in the intestine warfare in China at the present time are paid from the proceeds of opium, and some Chinese generals are forcing people to grow it. Opium is not so serious a problem so far as China is concerned as the drug question is going to be, Sir Edward declared. The importations of heroin into Hongkong, for instance, have been very large. Easy as it is to smuggle opium,

the smuggling of drugs is much more easy. The chance of discovering illicit opium was about one in three, in Sir Edward's view, but in the case of drugs it was about one in ten. Furthermore, Europeans were not concerned in the smuggling of opium, but Europeans were largely interested in the smuggling of drugs.

BOLSHEVIKS AT CANTON.

The recent trouble in Hongkong and elsewhere Sir Edward unhesitatingly attributed to Bolsheviki influences. The Soviet representative in Canton, he declared, controlled the government. As far as Hongkong was concerned now, the place was as peaceful and orderly as it had ever been; rather more so perhaps, because of the number of scoundrels who have been deported. Actual crime was probably less than it had been for years. He had been away from Hongkong for three days and he imagined that the situation in China had entirely changed in that time. It varied from day to day, just as did the position of the Chinese generals. It was just as difficult to know which side they were on; they were on one side one week and on the other the next. Speaking from a personal acquaintance with the Chinese leader, Sir Edward said that Sun Yat Sen, with all his faults, was a big man. There was no question, he considered, that he was dead. When he saw him two or three years ago he was then obviously not the man he had been. If he had not been dead he would have been back in the limelight long before this. That was his great weakness, his fondness for the limelight.

CURRENCY DIFFICULTIES.

Hongkong is suffering from lack of funds, not only on account of the boycott which was the outcome of the recent trouble, but on account of the ruin which the Bolsheviki had brought on the provinces in the south. What needed to be made clear, Sir Edward stated in regard to the decision of the Straits Government to advance Hongkong sums up to a million pounds, was that what Hongkong needed was not so much money, as currency. The difficulty, he stated, had been the lack of actual circulating medium, and the need was to get a sufficient supply of notes and silver to carry on trade. There was obviously a good deal of hoarding. Notes and silver were in existence which were being kept. The result of the Imperial Government coming out openly to support the Hongkong Government had been to establish confidence and, as far as one could judge, to bring out a certain amount of the notes and silver that were being hoarded. It was impossible that anything like the amount originally suggested would be required. Nothing had actually been drawn yet. The loan from the Straits would not have been direct; the money was being placed at the disposal of the Imperial Government for the benefit of Hongkong. When Sir Edward left Hongkong the Committee which he appointed to look into the matter was just completing the task of enquiring into applications for loans, and until those figures had been completed it was not known what amount they would have to ask for, or to what extent the currency would need to be supplemented. The money required would be set down in London as a cover for notes issued locally and some would possibly be for the purchase of silver to be coined into dollars.

As readers of the *Daily Press* are aware since Sir Edward Stubbs gave the above information regarding the loan, the Committee have been busy engaged in reviewing the claims of applicants for advances. As a result of the committee's meeting on Monday last the distribution of \$1,950,000 was authorised.

RUBBER SHARES.

QUOTATIONS FROM SINGAPORE.

Messrs. Carroll Brown are in receipt of a telegram from Singapore stating that Raw Rubber is now \$1.61 per lb. and that the market is active. The following prices of rubber shares are given:

	Straits
Alor Gajahs	\$3.50
Amal Malaya	4.50
Ayer Moleks	3.25
Ayer Panas	15.50
Balgowies	8.25
Bassett	1.75
Bukit Jelutong	1.80
Bukit Katila	2.00
Changkat Serdangs	11.25
Chengkal	2.85
Indragiri	12.50
Jorans	1.90
Jimahs	2.90
Kedabs	4.75
Kempas	11.00
Kuala Sidims	4.00
Lunas	16.00
Malaka Pindus	3.90
Malakoffs	5.50
Mandai Tekongs	1.40
Mayfields	14.00
New Serendabs	5.25
Pajams	15.50
Parit Peraks	4.50
Perak Rivers	2.50
Punggor	2.00
Sancayoffs	4.00
Scudais	5.25
Sungei Bagans	6.25
Tapahs	30.00
Tumbalaks	1.90
Teluk Ansons	14.50
Temerloh	1.45
United Malaccas	3.50
Utah Simpans	4.75

SCOTTISH SPORT.

HEAVY SCORING IN RUGBY.

CRACK SOCCER CLUBS DEFEATED.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, October 14th.

A crushing defeat was inflicted upon Glasgow High School (F.P.) by their Glasgow rivals, the Academicals, the Champions of last year. That was the outstanding result. The game was evenly contested, but a couple of highly spectacular scores, with brilliant running and passing by the Academicals backs early in the second half, completely upset the High School, and thereafter, with the exception of a few minutes near the close, they were seldom in the picture. The Heriot's-Melrose game was noteworthy for the big score put on by Heriot's, a score which was less in accordance with their own superiority than attributable to the appalling weakness of the Melrose defence. Recent form opens up an interesting problem. The result of the Gala-Glasgow Academic match and the Melrose-Gala match would lead one to think that Heriot's are probable champions for the season. Perhaps they may be before the season ends, but they will require to show great improvement. Heriot's carried off the honours in their last game, and in the end won as they liked, but for a great part of the game they were a very ordinary company. Showing a distinct advance on their last week's form, West of Scotland brought off their first win for the season at the expense of Kelvin-side Academicals. The Watsonians drew with Edinburgh Academicals, and did not show form to suggest that they will run closely for the championship. Their play indeed was disappointing. Principal results:—

Heriot's (F.P.), 33; Melrose, 0.
Edin. Academicals, 3; Watsonians, 3.
Institution (F.P.), 3; Stewart's Col. (F.P.), 8.
Edin. University, 17; R.H.S. (F.P.), 8.
Edin. Wanderers, 33; Jedforest, 0.
Hawick, 9; Gala, 0.
Langholm, 3; Selkirk, 0.
Glasgow H.S. (F.P.), 3; Glas. Academicals, 29.
Greenock Wanderers, 23; Glasgow University, 6.
Kelvie Academicals, 3; West of Scotland, 0.

ASSOCIATION.

Association football was noteworthy for the defeat of the Celtic, Rangers, and Airdrieonians, the first-named in the Glasgow Cup final, and the other two in the Scottish League. Clyde were successful over the Celtic, and it came as a big surprise that a Second Division club should triumph over the Celtic. It was an excellent performance for Clyde, and should do them a lot of good.

St. Mirren kept their place at the top of the First Division by beating Morton, and they are followed by Motherwell and Hamilton Academicals, both of which were also successful. The Rangers who lost to Patrick Thistle, are equal in points with the Heart of Midlothian, who had a desperate struggle with Cowdenbeath before they could claim the victory. The Hibernians lost at Aberdeen rather heavily. Owing to injuries the Rangers and the Hibernians were weakly represented. Results:—

	P	W	L	D	P.
St. Mirren	10	7	1	2	16
Motherwell	10	6	1	3	15
Hamilton Acad.	9	6	1	4	12
Heart of Midlothian	10	5	3	2	12
Rangers	10	6	4	0	12
Airdrieonians	9	5	3	1	11
Falkirk	9	5	3	1	11
Celtic	7	5	2	0	10
Aberdeen	11	4	5	2	10
Patrick Thistle	8	3	2	3	9
Rail Rovers	9	4	4	1	9
Kilmarnock	9	3	3	3	9
Cowdenbeath	9	3	4	2	8
Queen's Park	9	4	5	0	8
Dundee	10	3	5	2	8
Morton	9	2	4	3	7
Hibernians	10	2	7	1	5
Dundee United	10	2	7	1	5
St. Johnstone	9	2	6	1	5
Clydebank	9	1	6	2	4

BRITISH TRADE WITH GERMANY.

WORKING OF THE NEW TREATY.

BERLIN, October 8th.

It is already being stated from the German side that advantage will be taken of a clause in the Protocol of the new Anglo-German Trade Treaty to open negotiations for the adjustment of several points when the treaty has been in force a month. It came into force on October 1st.

The Protocol contains provisions which are a distinct advance over those of any trade treaties previously concluded. Article 1 provides for the widest interpretation of the most-favoured-nation principles, each nation undertaking not to discriminate against the trade of the other or to impose, reimpose, or prolong any duties which are especially injurious to the other. Article 2 definitely establishes the principle of reciprocity for favourable treatment in place of the old principle of retaliation for unfavourable treatment. If this treaty is taken as a model for the drafting of trade agreements between other countries, a diminution in the number and intensity of the "tariff wars" which Europe is so frequently afflicted should follow.

Article 2 of the Protocol also provides that should either party consider that the other is not acting in accordance with the undertakings, the two parties shall at once enter into verbal negotiations. It is quite likely that, in accordance with this provision, conversations will be opened after some weeks' experience of the working of the treaty has been obtained. There was a long period between the signing of the treaty and its ratification, and changes were made in the meantime in the Customs arrangements of both countries. On the British side, safeguarding duties were imposed on drugs, for instance. On the German side, a complete new tariff has come into force, and although most of the import prohibitions were raised automatically at the same time, prohibitions were maintained on a small list of articles, including coal and white lead.

The chief influence behind the German move for such negotiations is the German dye industry, within which a big amalgamation, with a capital of some 20,000,000 sterling, has just been completed. The industry has always had a grievance in the repatriation duty on dyes, and has already sought several times to raise the point on a commercial basis. The dye duty is, however, entirely a repatriation matter, and has nothing to do with the trade treaty. There is no reason to suppose that the German dye industry will have any more success than before if it endeavours to raise the question in connection with the trade treaty.

However, these are comparatively small points, and they are not likely to arise for some weeks. In the meantime, it is interesting to learn that the treaty has been working very successfully during the last eight days. The difficulties of obtaining import licences, which were so discouraging both to British exporters and to their German agents, have been swept away, and business is working smoothly for the first time. The number of articles on which the export prohibition has been raised is considerable. Besides all the textile goods and motor vehicles, which have been mentioned before, the list includes steel bars and plates, wire and wire goods, boilers, stoves, building and furnishing fittings, machinery, watches, leather goods, rubber goods, earthenware and porcelain, glassware, paper and paper goods, and so on.

Although the new German duties are high, even with the most-favoured-nation reductions, they are accepted almost cheerfully in return for the abolition of the licence system, which, owing to the uncertainty as to whether permits could be obtained, discouraged the placing of large orders and commitments for any length of time ahead. The most important market thrown open to British competition is, perhaps, the textile. The monopoly which the prohibition gave to the German industry kept the price of clothes within Germany at a very high level. It is not surprising in the circumstances, that even big shops here display large stocks of that old-fashioned article of attire, the "dickie," or false shirt front—not the white, starched oval, but a small, yet, for all but the most informal occasions, adequate expanse of the most modern cheap striped shirting, complete with soft collars to match. The hope is growing that the throwing open of the textile market to foreign competition will eventually bring the purchase of complete shirts within the means of many who are now condemned to wear these inexpensive "fakes."

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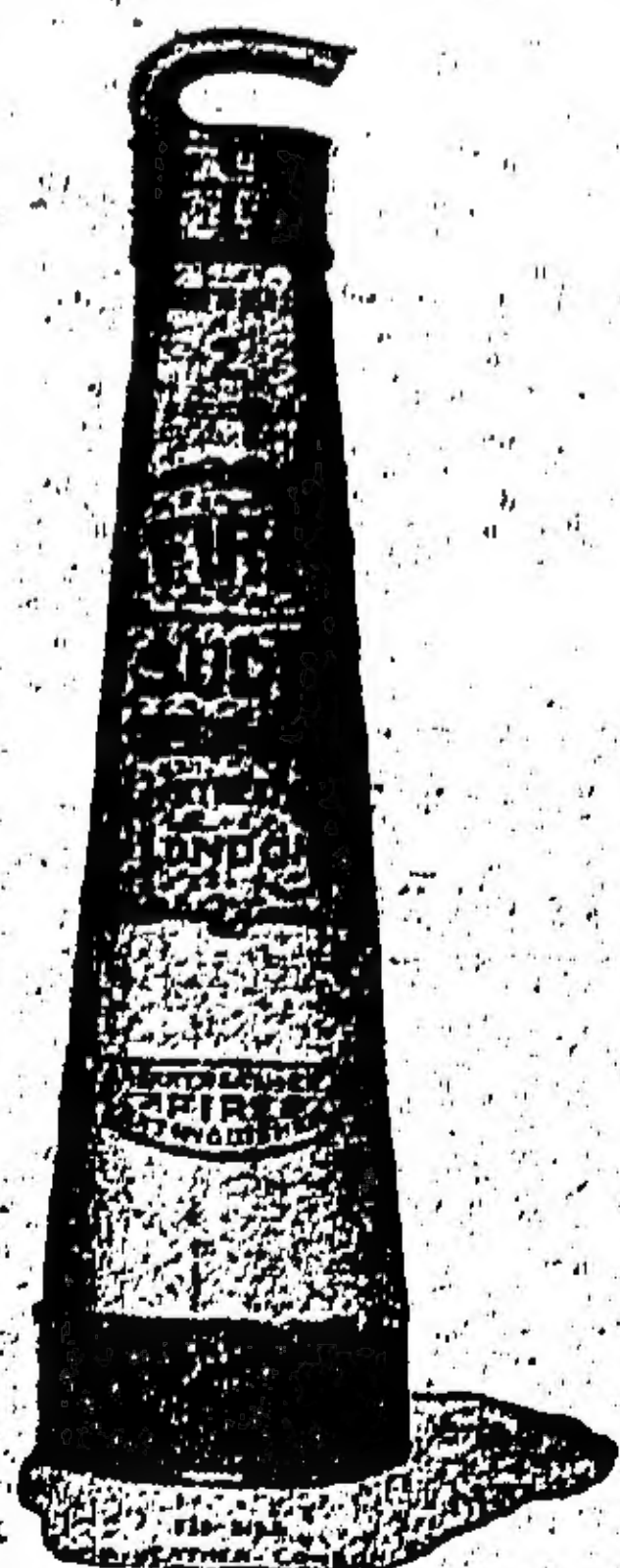
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LOCAL SPORT.

FOOTBALL.

TODAY'S LEAGUE PROGRAMME.

The following games in the Hongkong League are down for decision to-day.

Division I.

Kick-off at 4.15 p.m.

East Surreys v. Kowloon, Sookunpoo "A" ground. Referee: Mr. F. Smith.

Hongkong Club v. Club de Recreo, H.K.F.C. ground. Referee: Mr. Marfett.

Hongkong Police v. South China, Navy "B" ground. Referee: Mr. Arnold.

Division II.

Kick-off at 2.45 p.m.

Hongkong Club Res. v. St. Joseph's, H.K. Club ground. Referee: Mr. Spendiff.

East Surreys Res. v. East Surreys Drums, Sookunpoo ground. Referee: Mr. Windsor.

Kick-off at 4.15 p.m.

Kowloon Res. v. Club de Recreo "A", Kowloon F.C. ground. Referee: Mr. Baldwin.

Division III. "A"

Kick-off at 2.45 p.m.

South China "B" v. Club de Recreo "B", Sookunpoo "B" ground. Referee: Mr. Smyth.

Kowloon "B" v. St. Joseph's Res., Kowloon F.C. ground. Referee: Mr. Smith, R.A.

Moslem Club "A" v. East Surrey Drums Res., South China ground. Referee: Mr. Austin.

Kick-off at 4.15 p.m.

University v. St. Joseph's Boarders, South China ground. Referee: Mr. McIvor.

South China "C" v. Moslem Club "B", Sookunpoo "B" ground. Referee: Mr. Ford.

At Sookunpoo the East Surreys will be at home to Kowloon. On previous form the Surreys should win. Kowloon have re-shuffled their team for this match, Duncan dropping back into goal in place of Vickers who is on the sick list. McKelvie goes into the forward line to make room for Sims who comes to the Colony with a good record in Army football, while Hayes crosses over to partner Taylor on the right. The East Surreys will depend upon their usual side.

The Hongkong Club are at home to the Club de Recreo and a good game should be seen. Gosano will not be given such a free hand as he had in the game against the Services on Poppy Day, but Stewart will have his work cut out to keep him from getting too close to Roger. The Recreo are a smart lot of youngsters and will want some holding. The Club forwards showed a marked improvement in their game last week against South China.

If history repeats itself, the Police should obtain their first point in the league to-day. They always give a good display against South China and have on occasions been the first to check that team's run of success. They need a forward or two who know when and how to shoot. South China will be out to take the points but if Suen Kam Shun can be kept out there will be very little scoring by them.

The Surreys Drums and Reserves are due out in their return game. The last meeting between these teams ended in a win for the Reserves by two goals to nil. Playing at home the Club Reserves should take their first point in the League against St. Joseph's.

In the match between Kowloon Reserves and Recreo "A" on the Railway ground, a win for the Reserves is expected.

In the "B" section there are several interesting games. The South China teams should be successful. The University unexpectedly lost last week to the College Reserves, but they should win to-day against the Boarders. The Surreys Drums Reserves and Kowloon "B" should win their games.

YACHTING.

R.H.K.Y.C. OPENING CRUISE.

The full programme of the various races and events organised by the Yacht Club for to-day were given in the Daily Press on Wednesday. Everything points to an interesting day's sport and a large attendance is expected.

TO-MORROW'S RACE.

To-morrow there will be a cruiser championship race from the Club to Tathong Rock, back to the Club line and then to Channel Rocks and back, a distance of 18 miles.

MONDAY'S EVENT.

The first race in the Ladies' championship will take place on Monday, over a course of about five miles.

WATER POLO.

The Water Polo Shield which was won by the V.R.C. "A" team this week, when they defeated the K.B.S.F.A. "A" team, will be presented to them, together with the medals at a smoking concert at the V.R.C. on Wednesday evening.

CRICKET.

TODAY'S FIXTURES AND TEAMS.

To-day's cricket programme includes three league matches in the first division, two in the second and three "friendly" games.

The fixtures are as under:—

Hongkong C.C. 1st XI v. Civil Service 1st XI (league) on the Civil Service ground.

Kowloon C.C. 1st XI v. East Surreys (league) on the Kowloon ground.

University 1st XI v. Indian R.C. 1st XI (league) at the University.

Hongkong C.C. 2nd XI v. Royal Navy 2nd XI (league) on the Club ground.

University 2nd XI v. Indian R.C. 2nd XI (league) on the Indian ground.

Craigengower C.C. v. Royal Artillery on the Craigengower ground.

Police R.C. v. Civil Service C.C. "A" on the Police ground.

Chinese R.C. v. Royal Navy 1st XI on the Chinese ground.

Teams:—

C.S.C.C. v. H.K.C.C.

Civil Service:—F. E. Lawrence, A. E. Wood, G. R. Sayer, E. W. Hamilton, F. Baker, E. D. Evans, F. J. de Rome, F. E. Holdman, F. J. Ling, F. B. Spillett, R. B. Davies.

H.K.C.C.—R. Hancock (capt.), A. C. I. Bowker, A. W. Hayward, E. G. Lammer, E. J. R. Mitchell, H. Owen Hughes, T. E. Pearce, L. P. Ralph, E. F. Stewart, G. R. Vallack, and R. E. A. Webster.

UNIVERSITY v. I.R.C.

University:—A. A. Rumijs (capt.), Rev. E. K. Quick, Jr. D. K. Samy, H. N. Balhatchet, A. S. Hett, S. Hashima, S. O. Sharabudin, W. Hong Sling, D. Luing, C. W. Lam, B. P. Ng.

I.R.C. 2nd XI:—J. S. Adher, I. Hassan, S. A. B. Ima, (capt.), A. S. Ima, M. P. Madar, Y. A. Wahab, A. R. Minn, R. Nazarin, A. S. Saffad, M. Bazzak and S. A. Rumijs. Umpire: A. O. Madar; Scorer: V. Espina.

University 2nd XI:—B. N. Sudan (capt.), E. Zimmer, W. M. Gittins, C. A. Peterson, A. T. M. Barma, Y. C. Teh, H. Y. Leong, A. Hoalim, C. H. Yeoh, C. K. Ong, F. Hiptoola.

H.K.C.C. v. ROYAL NAVY.

H.K.C.C. and XI:—L. D. McNicoll (capt.), C. T. Fowle, H. S. Gordon, H. Griffin, H. E. Hollands, J. Hall, W. W. Mackenzie, D. E. G. Nicholson, D. Reid, D. H. Sherman and O. Skinner.

C.C.C. v. ROYAL ARTILLERY.

Craigengower:—D. Fritz (capt.), T. Grimes, R. C. Reed, S. Abbas, A. Hamson, E. Hamson, A. Kitchell, E. Fincher, A. Gahan, B. W. Bradbury, F. Schneppel, Reserve: M. Pinnas.

C.S.C.C. "A" v. POLICE.

Civil Service "A":—C. H. Beardsall, F. E. Booker, H. F. Harper, B. C. K. Hawkins, E. A. Bastin, W. H. Edmonds, H. E. Strange, H. F. Westlake, W. Ursell, R. S. W. Patterson, T. W. Carr.

NAVAL AQUATICS.

LAST NIGHT'S SEMI-FINALS.

The semi-finals in connection with the Aquatic sports of the China Naval Squadra were held at the V.R.C. pool last night. The final events take place at the V.R.C. to-day, commencing at 8 p.m.

The judges were:—Lieut. Caraduff (Hermes), Lieut. Pope (Ambrose), Corp. Davies (Tamar), Leading Telegraphist Newman (Peterson), Lieut. Willis (Carlisle), Engine Room Artificer Carter (Tamar), and Sergeant Riley (Ambrose). Judges for Diving: Lieut. Willis (Carlisle), R. C. Wittell (V.R.C.), Petty Officer Smyth (Ambrose), Leading Seaman Vincer (Carlisle). Announcers: Chief Shipwright Arnold (Hawkins), Petty Officer Lewry (Hawkins), Master-at-Arms Johnson (Hawkins), Chief Petty Officer Grey (Hawkins). Records: Paymaster Sub-Lieut. Wilson (Hawkins), and Chief Writer Wheeler (Hawkins). Timekeepers: Midshipmen Freer and Stephenson (Hawkins).

The winners last night were:—

100 yards Free Style:—A. B. Lonsdale, Ambrose; Tel. Carline, L20; Sg. A. Horn, Durban; A. B. Gardiner, Hermes.

Diving:—Lt. Comdr. Green, Hawkins; A. B. Darle, Pozzose; Fernyhough, Hawkins.

100 yards Back Stroke:—Cpl. Lidster, Hermes; Sto. Dore, Titania; Bay Tel. Glanville, Hermes; A. B. Dorwood, Durban.

100 yards (Men under 20):—A. B. Gardiner, Hermes; Ord. Tel. Dawes, Hermes; Sykes, Hawkins.

400 yards Free Style:—A. B. Lonsdale, Ambrose; A. B. Webb, Titania; A. B. Gardiner, Hermes; Lt. A. Horn, Durban.

Plunging:—Rowle, Durban; A. B. Port, Hawkins; A. B. Webb, Titania.

100 yards Breast Stroke:—Cpl. Lidster, Hermes; Sto. Dore, Titania; Mac Lake, Tamar; Sto. Hawkins.

50 yards (Men in second period):—P.O. Dowling, Ambrose; Landryon, Hermes; Clayton, Carlisle; Macready, Ambrose.

Tug-of-War:—Small Ships beat Hermes, 2-0, and Ambrose defeated Hawkins, 2-1.

Officers' Relay Race:—1. Titania; 2. Hawkins; 3. Ambrose; 4. Hermes.

Inter-Ship Relay Race:—Hermes; Titania; Ambrose; Carlisle.

50 yards in Clothes:—A. B. Lonsdale, Ambrose; A. B. Stanbury, Hermes; Wharf, Hawkins; Horn, Durban; Landryon, Hermes.

Hongkong Weekly Press.

THE "HONGKONG WEEKLY PRESS," PUBLISHED TO-DAY, IS FULL OF NEWS WHICH WILL BE OF THE GREATEST INTEREST TO ALL FRIENDS AT HOME.

The Armistice Day Commemoration is fully reported.

Letters from our Swatow Correspondent describe, in detail, the position of affairs at that Port, and give a broad outline of the policy of the Kuomintang Government.

Other items include H.E. The Governor's Visit to the Hongkong University, when he made his first public speech since assuming office, and the various functions arranged in honour of Sir Claud Severn.

All leading articles and letters are also included.

32 Pages—Price 30 Cents.

[On Sale by all Regular Newsboys.]

TAXING IMPORTED LUXURIES.

CHINA'S PROPOSALS.

THIRTY PER CENT. ON WINES AND TOBACCO.

PEKING, November 8th.

At the first meeting of Committee "B" of the Tariff Conference held to-day, the Chinese Delegation presented a statement on the need for the imposition of the surtaxes, proposed as interim measures pending the institution of tariff autonomy.

Dr. W. W. Yen gave a detailed account of the government's reasons for seeking to segregate certain imports into A and B Grade Luxuries for the purpose of special taxation. The A Grade includes wine and tobacco, and, according to the Chinese plan, will be taxed at the rate of 30 per cent. B Grade luxuries on which 20 per cent. will be charged include silk goods, wool and woollen goods, fur, hemp and jute goods, fine cotton goods, silk, wool, hemp and cotton mixtures, leather and skins, fur and manufactures thereof, sugar and articles containing sugar, fish and fishery products, beverages and comestibles of superior quality, papers of particular kinds, woodware and scented woods, Indian rubber and manufactures thereof, China ware and enamelled ware, glass and glassware, drugs and medicines, feathers, etc., precious stones, vehicles, excluding touring cars, arms and munitions, mats, matting, carpets, fans and umbrellas, phonographs and musical instruments and accessories, electric materials, cinematographs, toys, decorations, toilet requisites, clocks and watches, lacquered ware, tobaccoists' sundries, household articles of metal manufacture and idiglo, vegetable and artificial.—N.C. Daily News.

When the missionaries were called to the coast in June, many of them were obliged to discontinue their colportage for the time being, for want of proper supervision. Only in a few stations was it possible to arrange for uninterrupted effort. In far away Lungchow, Kwangsi, on the borders of Annam, the colportage work carried on by a "Gospel Band," called for a monthly consignment of seven thousand Gospels and Acts. This band has seen much fruit from its tireless efforts, thoroughly to canvas the large field allotted to it. Many candidates for baptism, and many enquirers have gathered in the scattered chapels or preaching places, as results of the Scripture selling and personal appeals.

The Bible Societies' office in Canton has kept open door throughout the disturbances. Bibles and Testaments have been obtainable for any who wanted such.

Colportage directed from Hongkong has gone steadily forward in numbers of sales. Special work done in Macao reports sales of more than two thousand books per month. The work in Pakhoi has not been seriously interrupted. The Hainan colporteurs have not been successful. The Kowloon colportage came to a sudden standstill in July.

Reports indicate that there is no cause for pessimism in the Colportage and evangelistic outlook in South China. With restored intercommunications and a return to peace and order, unprecedented opportunities await the Gospel Messenger wherever he may choose to go.

Bible Sunday observance, in the Churches in the interior is showing increased interest among the Church people in the work of the Bible Society. It has been most encouraging during the recent months to receive generous contributions from scattered Mission Stations in the interior.—Bible Sunday Collections from long lists of Churches and preaching places, every Church sending something. A number of Missions have placed Bible Sunday on their regular Church Calendar.

For every ten copies of the Scriptures sold throughout the world last year, four copies were purchased by the Chinese readers. The Bible is the "best seller" in China, as it is in our homeland.

GOLF.

DRAW FOR JASPER CLARK CUP.

The draw for the Jasper Clark Cup and qualifying rounds for the Club Championship, which will be played at Fanling on November 22nd, is as follows:

Starting Time: a.m. p.m.

Capt. Bloxham and G. S. Archbutt 9.35 1.00

T. C. Monaghan and A. B. Purves 9.40 1.05

H. U. Ireland and R. L. Monieret 9.45 1.10

Capt. Morris and W. Douglas 9.55 1.20

F. A. Redmond and J. M. Walker 10.00 1.25

W. Ironside and T. G. Bennett 10.05 1.30

C. Bulmer Johnson and N. L. Smith 10.00 1.35

E. D. Matthews and F. J. de Rome 10.15 1.40

D. J. Valentine and E. J. E. Mitchell 10.20 1.45

A. D. Humphreys and J. B. Ross 10.25 1.50

A. H. Ferguson and T. D. E. Pendered 10.30 1.55

L. R. Andrews and D. P. McLaren 10.35 2.00

W. Lang and R. M. Smith 10.40 2.05

NOTE.

1.—Times between 9.20 and 9.35 and between 12.40 and 1.00 are reserved.
2.—If any player is unable to play, it is requested that he will notify the Secretary as soon as possible.
3.—Attention is invited to the revised local rules on new Scoring Cards and to the rules regarding refreshments and starting times posted in the Club House.

[FROM OUR SWATOW CORRESPONDENT.]

ANGLO-CHINESE COLLEGE.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Yours, etc.,
Swanton, November 9th.

the boycott of Hongkong should be ended.

GENERAL CHAMBER OF COMMERCE

PASSENGERS BY THE S.S. "CITY
OF CAIRO."

K. A. Allsop, Lieut. W. D. Bass, Major E. J. Bone, Mr. and Mrs. F. A. Britton, E. J. Cane, Mr. N. Cameron, Dr. M. H. Capt. and Mrs. E. Bager, Miss M. H. Cannon; Mrs. E. Hogg, Lieut. R. Forbes, Major and Mrs. F. Hogg, Lieut. E. H. Jacob-Larson, Major and Mrs. J. P. Lynch, Miss N. E. Lynch, Miss L. E. P. Lynch, Miss G. C. A. Pentreath, Maecy, Mr. Peterson, Lieut. and Mrs. H. E. Power, Major and Mrs. H. D. Riley, H. E. Squire, Miss E. N. Sealy, Miss K. M. N. Sealy, Capt. and Mrs. W. E. Squire; Mrs. S. Squire, Major and Mrs. W. B. Stevenson, Rev. and Mrs. G. J. Stoford, Mr. N. I. Terbutit, Lieut. G. J. Tyler, Miss L. Tyle, Miss E. J. Tyler, Miss E. K. Walters, Mrs. E. Yeoman, end-Lieut. E. Earle, Sub-Commander and Mrs. F. Blark, Mr. R. A. Collyer, Mr. J. Daynes, Bandmaster and Collyer, Mr. W. G. Q.M.S. and Mrs. T. Haynes, Mr. W. G. Humphreys, Q.M.S. Haynes, Mr. H. Mocek, Mr. G. McGinlay, and Mrs. H. Pearce, Q.M.S. and Mrs. F. J. Miss N. Scholes, Mr. G. C. Ramshill, Q.M.S. T. Scholes, Mr. G. Taylor, Mr. F. B. Wakelam, Mr. A. Wingford, and Mr. E. Wright.

MOTOR MISHAPS.

TWO CASES ON THURSDAY.

Two motor-accidents occurred on Thursday. While Mr. Harry Kong was driving his car along Cantonway Bay, was driving a car along Queen's Road East, a Chinese youth jumped off a tram near the Soldiers' Club and was struck by the mudguard of the motor-car and knocked down. His injuries were slight.

Mr. Koog, reporting the accident to the police, also stated that while rendering assistance he lost his pocket book containing \$10 in money, his driver's licence and other papers.

A Chinese motor driver of 4, Caroline Road, reported whilst driving along The Praya, near Percival Street, a young Chinese girl ran across the road and was knocked down, but was slightly injured. She was the daughter of a boatman.

SYMPATHY FOR HEAD OF FORESTRY DEPT.

ITALIAN OPERA COMPANY.
TO APPEAR AGAIN AT THEATRE
ROYAL.

The Italian Grand Opera Company conclude their season at the Star Theatre

To-morrow they go to Macao for three days. Returning on Wednesday they will again appear at the Theatre Royal for a short season before proceeding to Shanghai.

It is probable that they will open the programme at the Theatre Royal with "Faust," to be followed on Thursday with "Aida," and on Friday with "Tosca."

Carvalho, formerly chief clerk of the Banking Cor-

Among those present were: Messrs. J. P. Braga, E. Abraham, P. Tester, A. B. Silva Netto, F. X. D'Almada, J. M. Noronha, J. M. da Rocha, C. A. da Rosa, J. M. V. Remedios, A. E. S. Alves, J. J. Figueiredo and Mr. and Mrs. P. M. da Silva. The Sisters and girls of the Italian Convent were also present,

Floral tributes were sent by the following: Messrs. A. H. Barlow, A. C. Hynes, J. H. Ramsay, Geo. Fock, W. J. Clark, F. M. Ellis, C. T. Edwards, A. J. Edgar, O. Skinner, F. X. V. Ribeiro, and J. F. Gross, P. Teister, G. Traveca, R. H. Chapman, V. B. Jones, T. W. Doyle, F. M. P. da Graca, R. L. Moncrieff, E. G. Walker, J. A. D. Morrison, D. E. G. Nicholson, J. Joseph, C. P. Lammart, A. J. Walker, D. B. Peat, M. J. Prata and P. F. Prata, G. E. Towns, Ho Leung, Inspector and Mrs. A. B. Clark, Mr. and Mrs. E. J. de Figueiredo, Mr. and Mrs. H. G. Hegarty, Mr. and Mrs. E. E. Ellis, Mr. and Mrs. Leo D'Almada, Mr. and Mrs. I. M. Xavier, Mr. and Mrs. E. A. dos Remedios, Mrs. M. de Jesus and family, Mr. and Mrs. A. W. da Rosa, Mr. and Mrs. C. A. da Rosa, Mr. and Mrs. Dalgate, Mrs. Carroll and Tootsie, Mr. and Mrs. F. X. D'Almada, Mr. and Mrs. Ho Wing, Mr. and Mrs. C. J. Cooke, Mr. and Mrs. J. A. da Remedios and family, Mr. and Mrs. E. Abraham, Mr. E. A. Remedios and family, Mrs. I. Carvalho and family, Mr. and Mrs. A. R. Souza, Mr. and Mrs. P. V. Botelho, Mr. and Mrs. F. G. Carroll, Mr. and Mrs. R. A. Green, Mrs. M. J. R. Osmond and Ellaline, Mr. and Mrs. G. B. Dunneth, Mrs. P. M. N. da Silva, Natalia and Remata, Alvares, Miss Yvanovich, the Hongkong and Shanghai Banking Corporation, the Junior Meats, the Portuguese and Chinese Stores, Norenha & Co., Kayamally & Co., Messrs. Ellis & Co., Botelho & Co., Yokomatsu, Specie Bank, Carroll Brothers, Mitsui Bussan Kaisha, the Club Lusitano and many others.

TWO CASES ON THURSDAY.

Two motor-accidents occurred on Thursday. While Mr. Harry Kong, of Sunway Bay, was driving a car along Queen's Road East, a Chinese youth jumped off a tram near the Soldiers' Club, and was struck by the mudguard of the motor-car and knocked down. His injuries were slight.

Mr. Kong, reporting the accident to the police, asked that while rendering assistance he lost his pocket book, containing \$10 in money, his driving licence and other papers.

A Chinese motor driver of 4, Caroline Road, reported that whilst driving along Praya, near Percival Street, a 13-year-old Chinese girl ran across the road and was knocked down, but was only slightly injured. She was the daughter of a boatman.

MR. HASSAN BURHAN

The death has occurred at Taiping, Perak, F.M.S., of Mr. Hassan Burhan, J.P., one of the oldest and best known inhabitants of Perak. Mr. Burhan arrived in Perak from India many years ago and was attached for some time to the Malay States Guides, whose headquarters was at Taiping; as munshi or teacher. In the old post-cart days, says the *Piang Gazette*, he held the contract for the mails from Prai to Ipoh, and had many exciting adventures. In surmounting the difficulties of the Taiping pass, running against time. He established the well-known soda and mineral water manufactory at Taiping about 20 years ago, and added a bakery at which excellent bread was baked for northern Perak. In the boom he bought land and planted rubber. He is best known perhaps as the proprietor and editor of the first newspaper ever produced in the Malay States; the *Pera Pioneer* of Taiping, which after a fairly successful run of about 20 years came to an end in or about the year 1913. At the time of his death he was a member of the Taiping Sanitary Board. Personally, Mr. Burhan was very much liked. He was a remarkably well-read man, a great favourite with the old Sultan of Perak and with the authorities in the days when Birch and Walker were kings in the land. He was full of honour and anecdote, of a quiet and amiable disposition, strict in the observances of his religion but broadminded and charitable to a degree. He was one of the pioneers of Perak, where his loss will be deplored and his memory kept green.

surrounding the death of 13 year

Police Sergeant Rozakwy said that on October 23rd, at 8.15, he removed the girl Bessie MacKay from No. 10, Jordan Road to the Victoria Hospital, via the Star Ferry.

Can you give any reason why the girl was not removed from Jordan Road earlier?—No. I got my instructions from Divisional Inspector Aris.

In reply to further questions, witness said he was accompanied by Mrs. Mary Kay. While on the way to the Hospital, she said she would try and remain with her daughter, but coming back she made no complaints in this connection.

Young Hin, of the Kowloon Fire Brigade, said that on the night in question he received a telephone call for an ambulance, but on ringing up Hongkong he found that none was available. He informed the enquirer that as soon as one was available he would call up. The ambulance was available. He was never told over the telephone that the case was urgent.

Mr. P. J. Condon, Assistant Superintendent, Hongkong Fire Brigade, then the log book kept at the Station in Hongkong. On the night of the 23rd it recorded that a telephone message received at 7.15 to the effect that an ambulance should be sent to the Ferry. The ambulance had left at 7.20 and had gone to Mount Austin Barracks to convey a case to the Government Hospital. There were two ambulances in Hongkong, but the second was being assigned to one of the men being

Divisional Inspector Aris said this took charge at No. 10, Jordan Road soon as he learned of the accident. He rang-up several doctors on the telephone but Dr. Wong was the first to arrive. When Dr. Wong arrived he said the girl should go to Hospital. Soon afterwards there was a telephone message from the Government Civil Hospital which Dr. Craig said was no use because the girl there as there was no bed available. Application for a bed was not

CHOICE ENGLISH FRUIT.

AUSTIN'S	No. 2½ Tin	- - -	\$1.25
SOUTHWELL'S	No. 2½ Tin	- - -	1.10
CHIVER'S	No. 2 Tin	- - -	.90

TIP TREE	per 1 lb. Tin	- - -	\$1.30
AUSTIN'S	„ 1 lb. „	- - -	.65
NOEL'S	„ 1 lb. Glass	- - -	.65
HARTLEY'S	„ 1 lb. Tin	- - -	.65

LANE, CRAWFORD, LTD.

THOUSANDS OF BARGAINS.

"NEW-PROCESS"

OPERA

RECORDS

ANDERSON'S.

GENTLEMEN'S TAILORS AND OUTFITTERS

NOW SHOWING
EVERYTHING FOR
EVENING WEAR.

Our Dress Wear is well-known in Hongkong—smartness with comfort being our aim.

**DRESS SHIRTS, WAIST-
COATS, COLLARS, TIES,
SOCKS, SCARVES, GLOVES.**

DRESS SUITS
A Specialty.



NEW ADVERTISEMENTS

HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL.

FIRST REEL PRACTICES.

THE Above will take place in the City Hall on TUESDAY, 17th inst. at 5.30 p.m. Members and Guests are Requested to Wear Dancing Shoes.

Admission by "Reel Practice" Section of Invitation Card Only.

A. RITCHIE,

Honorary Secretary.

[2379]

NOTICE.

HAMBURG HOUSE OF EXPORTERS
Well Connected with Continental and
Baltic Manufacturers. Long Experience
General Trade to China.
DESIRE TO ACT AS BUYING AGENTS.
For only Serious Firms on the Dual Basis
(Letters of Credit).

H. B. 7283,

c/o Roberts Messrs.

HAMBURG 1.

[2336]

FIRST CHURCH OF CHRIST,
SCIENTIST, HONGKONG

ANNOUNCE A

FREE LECTURE ON CHRISTIAN

SCIENCE

BY
MR. ALGERNON HERVEY RATHURST,
O.S.E. of LONDON, ENGLAND.
(Member of the Board of Lecturers of the
other Churches, The First Church of
Christ, Scientist, in Boston, Massachu-
setts.)

IN THE
OLD CHAMBER OF COMMERCE ROOM,
CITY HALL.

FRIDAY, NOVEMBER 20TH, 1925,

AT 5.30 P.M.

The Public is Cordially Invited to Attend.

[2372]

BY ORDER OF THE MORTGAGEES:

PUBLIC AUCTION

OF

THE VALUABLE LEASEHOLD

PROPERTY

SITUATE at SEAMSHUIPO in the
Colony of Hongkong now known and
registered at the LAND OFFICE as THER-
MAINTING PORTION of NEW KOW-
LOON INLAND LOT No. 419. Together
with 12 Buildings thereon.
Area—10,244 Square feet or thereabouts
Annual Crown Rent—\$54.00.

IN ONE LOT

BY
MR. E. V. M. DE SOUSA, Auctioneer,
AT
THE CHINA AUCTION ROOMS,
No. 4, DUNDRELL STREET, Hongkong

ON

THURSDAY, THE 19TH DAY OF NOV., 1925,

AT 3 O'CLOCK P.M.

For further Particulars and Conditions of
Sale, Apply to—
MRS. G. E. K. HALL, BRUTTON & CO.,
Mortgagees' Solicitors,
St. George's Building, Chater Road,
or to—
MR. E. V. M. DE SOUSA,
Auctioneer,
No. 4, Dundrell Street.
Dated the 5th November, 1925. [2349]

TO LET.

ON or About MARCH 1926, WHOLE
FLAT or SPACIOUS SUITE of
OFFICES in the "FRENCH BUILDING" at
"VICTORIA BUILDING," No. 5, QUEEN'S ROAD
CENTRAL (between CHARTERED BANK and
MERCANTILE BURY).

Apply to—
BANQUE DE INDOCHINE,
Chater Road. [2307]

TO LET.

COMMODIOUS PREMISES ON GROUND
FLOOR, 16A, DE VOUX ROAD CENTRAL.
Would make Admirable Showroom. For full
particulars, apply to—
THE MANAGER,
HONGKONG AND CHINA GAS CO.
[2514]

TO LET.

GODOWNS in ALEXANDRA BUILD-
INGS (Basement).
Apply—
SECRETARY,
A. S. WATSON & CO., LTD.
2083

TO LET.

OFFICES in UNION BUILDING—
THREE ROOMS on Fifth Floor.
Apply—
UNION INSURANCE SOCIETY OF
CANTON, LTD. [2178]

THE BRITISH MALAYA TRUSTEE AND
EXECUTOR COMPANY, LIMITED.
(INCORPORATED IN SINGAPORE).

THE Company is prepared to act as
EXECUTOR, ADMINISTRATOR or
TRUSTEE and as ATTORNEY or AGENT
for Persons having Interests in MALAYA
or desiring to acquire Interests there.

Booklets and any further Information may
be obtained on Application to the SECRE-
TARIES at CHARTERED BANK CHAMBERS,
SINGAPORE [123]

INTIMATIONS

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY
FORMS for the EIGHTH EXTRA
RACE MEETING to be held on SATURDAY,
23rd NOVEMBER, 1925 (Weather permitting),
may be obtained at the Race Course, Hongkong
Clubs and CANTONWAY BAY STABLES.
Entries will CLOSE at 12 O'CLOCK Noon, on
SATURDAY, 14th NOVEMBER, 1925. [2362]

HONGKONG SMALL INVESTORS'
SHARE AND REAL ESTATES CO.

HOUSES, FLATS, BUILDING LOTS,
ESTATES negotiated for Rent, An-
nual, or Private Sale. Management arranged
for Clients Proceeding Abroad. Telephone C.
4630. SMALL INVESTORS, 10 DIS VOSTER
ROAD. [2334]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION

CO., LTD.

CONSIGNEES per Company's Steamer

"PATROCLUS"

are hereby notified that the Cargo will be dis-

charged into Holt's Wharf, Kowloon, where it

will be at Consignees' risk and subject to

Terms and Conditions of Storage at Holt's

Wharf. The Cargo will be ready for delivery

from Godown on and after 12th November.

Optional Cargo will be landed, unless Notice

has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on any Tuesdays and Fridays between

the hours of 10.45 a.m. and Noon within the

Free Storage period.

No Claims will be admitted after the Goods

have left the Steamer's Godown, and all Goods

remaining undelivered after the 18th Nov.,

will be subject to Rent.

All Claims against the Steamer must be

presented to the Underwriter on or before the

2nd December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th November, 1925. [2373]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM

NAVIGATION CO.'S STEAMER

"MOREA."

ARRIVED HONGKONG ON 12th Nov., 1925.

FROM ANTWERP, LONDON, GIBER-

TAR, MARSEILLES, MALTA,
PORTSAID, ADEN, COLOMBO
AND STRAITS.

CONSIGNEES of Cargo by the above-

named Vessel are hereby informed

that their Goods are being landed and

placed at their risk in the Hongkong and

Kowloon Wharf and Godown Company's

Godowns at Kowloon, where each Consignment

will be sorted out Mark by Mark and Delivery

can be obtained as the Goods are landed.

Optional Goods will be landed here unless

Instructions have been given to the con-
signee six hours before arrival of the Steamer.

Goods not cleared within 8 days, including

date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in

any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consignee, and

the Company's Surveyors, Messrs. GODDARD
& DOUGLAS, at 10 a.m. on Mondays and

Thursdays, within the Free Storage Period.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the

2nd December, 1925, or they will not be

recognized.

No Claims will be admitted after the Goods

have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 12th November, 1925. [2376]

S.S. "ANDRE LEBON."

COMPAGNIE DES

MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MAR-

SEILLES, also Cargo from BOR-

DEAUX & HAVRE, as "TETAN,"
in connection with above Steamer are hereby

informed that their Goods with the exception of

Opium, Treasure and Valuables are being landed

and stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown
Co., Ltd., Kowloon, where Delivery may be

obtained immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignee
before 12 Noon To-day, requesting it to be

landed here.

Bills of Lading will be countersigned by the

Underwriter. Goods remaining unclaimed after

Monday, the 16th instant, at Noon, will be

subject to Rent and Lading Charges.

All Claims must be sent in to me on or before

Thursday, the 19th instant, or they will not be

recognized.

All damaged Packages will be examined on

Monday, the 16th instant at 10 a.m.,
by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

E. RODENTFUSIER,
Agent.

Hongkong, 10th November, 1925. [2371]

PREPAID "WANTED"

ADVERTISEMENTS

WANTED.—Governors to act as House-

keepers and also as Companions to a

Girl. Give Previous References. Apply—Box
No. 136, c/o Hongkong Daily Press. [136]

WANTED.—At Fading or Nearby

Small House for One Year or Longer.
or. Apply, giving Full Particulars as to Rent,
etc., to Box No. 137, c/o Hongkong Daily
Press. [137]

INTIMATION.

PHYSIKURATE

IN NOCTE CURANS.

FOR ALL

URIC ACID

COMPLAINTS.

RHEUMATISM, LUMBAGO,

SCIATICA NEURITIS,

GOUT, &c.

All these are caused by excess

of uric acid.

PHYSIKURATE

will absolutely neutralise this

excess, and free you from pains in

the muscles, joints and nerves,

morning dulness and headache,

nightly twitching of limbs, &c.

To be taken last thing at night.

It Cures While You Sleep.

OF ALL CHEMISTS.

SOLE DISTRIBUTORS:

A. S. WATSON

& CO., LTD.

HONGKONG DISPENSARY.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, NOVEMBER 14th, 1925.

JUDICIAL REFORM IN CANTON.

Among the more hopeful features of the

position in Canton is the announcement

of certain proposed reforms in the

judicial department of the Kuomintang

Government. These reforms may not

spring altogether from disinterested

motives. The Canton Government has

always been as anxious as the Peking

Government, recently perhaps, even

more anxious—to see extrajudiciality

abolished, and it is therefore particu-

larly desirous of setting its house in

order before the Judicial Commission,

appointed by the Powers, begins its in-

vestigations next year.

We have previously pointed out, in

these columns that legal theory in China

does not always correspond with legal

practice, and it will therefore be neces-

sary to wait until the reforms are

actually put into effect before a true

estimate can be made of their character.

Nevertheless, the mere fact that the

reforms are contemplated proves that

the Canton Government is abandoning

its old attitude of defiance towards the

rest of the world, and is at last realising

that a man may possess some rights,

even though he has the misfortune to

be a foreigner. We will say nothing of

"Canton justice" during the past six

months. But even before the Red coup

in June, we remember an Oxford-trained

Chinese lawyer, just arrived from Europe,

entering a Cantonese court whilst a case

was being heard. His original intention,

on returning to China, had been to prac-

tise at the Canton bar, but as the case

progressed, his face gradually assumed
a more and more astonished expression,
until finally he rose and left the build-
ing, murmuring that he had understood
things were bad in Canton, but if that
was the best they could do in the matter
of law, he was afraid it was no place
for him—and accordingly he took the
next boat back to Hongkong.

Apparently the division of legal
authority in Canton is such that a man
may now be detained for a considerable
period at a local police station without
a charge being preferred against him.
The reforms aim at changing this, and
it is proposed that district police officials
shall have no power to detain an arrest-
ed person for more than one hour, or
to impose a fine of more than \$15. All
cases, except those concerned with very
minor offences, must be transferred at
once to the Central Police Station,
where, in future, the proceedings are to
be conducted, not by a police officer,
as was the custom formerly, but by a
trained lawyer.

Two other defects in the adminis-
tration of criminal law in Canton will,
we are informed, be abolished. The
criminal department of the police has
up to the present been in charge of a
chief clerk. This is to be changed.
Moreover, under the present system, the
police officials are at once the prosecu-
tors and the judges. Such a state of
affairs would be, of course, entirely re-
pugnant to Western notions of justice.
In England the prisoner's interests are
jealously watched throughout, and if,
at the conclusion of the trial, there still
exists honest doubt, the prisoner invariably
gets the benefit of it. Canton is
now to follow suit somewhat on these
lines. As will be seen, therefore, in-
teresting developments are pending and
although we must wait a while before
passing judgment, the fact that the
reforms are being initiated by Dr. C. C.
Wu (himself a trained lawyer) and are
being carried out by Mr. Loo Hing Yuan
—a graduate of Oxford, and a member
of one of the Inns of Court—inspires
a certain amount of confidence in the
future. Certainly nothing would please
us more than to be able to report that
an honest effort was being made to
grapple with the problem of Canton's
legal administration.

Assuming that the Kuomintang Gov-
ernment signifies in this way that it is
willing to protect subjects of foreign
Powers in its law-courts there will arise
a feeling of confidence which cannot fail
to improve the relations existing between
Canton and the outside world. But there
is one thing which the Canton Govern-
ment must do, before the Europeans can
again feel satisfied that he will be ade-
quately protected. The Government must
curb the activities of the Strike Com-
mittees. These committees have repeat-
edly defied the Government and taken
the law into their own hands on various
important issues. It is therefore of
little use for the Canton Government to
say that it will protect right, if the
strikers are permitted to step in and
infringe it.

Mr. H. H. Priestley has arrived here
from Shanghai on his annual visit and
will remain here until early in the Spring.

Mr. William Heughan gave a concert
at the Peak Club last evening. He will
appear again at the Theatre Royal to-
night.

Two cases of diphtheria were reported
in the Colony during the 24 hours ended
November 12th, one Chinese and one
Japanese.

An enjoyable dance arranged by the
ship's company of H.M.S. Ambrose was
held at the Royal Naval Canteen Theatre
last night.

Mrs. T. H. King, whose name was
wrongly given as a passenger on the
Kashmir, returned to the Colony by the
Morea on Thursday.

Sir Henry Gollan, Chief Justice of
Hongkong, who has been taking part in
the judicial enquiry into the occurrences
at Shanghai on May 30th, returned from
that port by the Mantua yesterday.

A Devotional Meeting of Members of
the Church of England Men's Society will
be held at the Cathedral Chapel on Tues-
day, at 8 p.m., when an address will be
given by Rev. H. G. Hewitt, R.N., on
"Sacramentalism."

The Master of the s.s. *André Lebon*
reported on Wednesday that he sighted
a large cargo junk, abandoned and on
fire, just south of Swatow. The master
of the s.s. *Sir Chuen*, which arrived
yesterday also reported having seen the
junk which had drifted half a degree
north since sighted by the French vessel.
The wreck is regarded as a danger to
navigation.

At the Kowloon Magistracy before
Mr. E. W. Hamilton yesterday, a woman
resident at No. 28, Battery Street, Kow-
loon was charged with unlawful posses-
sion of about 20 tins of prepared opium.
Mr. J. D. Lloyd, Supt. of Imports and
Exports, presented and applied for an
adjournment so that further enquiries
might be made concerning a subsequent
discovery by the police of a large number
of banknotes. The application was
granted.

Mr. H. A. Mills, a member of the
clerical staff at the Harbour Office, who
is leaving the Colony to-day on the s.s.
Mantua, was entertained to a farewell
dinner by the Chinese Staff of the Depart-
ment at the South China Restaurant on
Thursday. There were about twenty pre-
sent. Mr. Mok made the arrangements
for theiffin and Mr. James Maxwell,
senior clerk, presided. Mr. Mills has
been employed at the Harbour Office for
about eighteen months.

It is proposed, says the monthly mag-
azine of St. Andrew's Church, Kowloon,
to form a special choir for the singing of
Christmas carols and hymns during
Christmas week. The choir will tour the
different districts of Kowloon and the
proceeds of collection will be devoted to
charities. Mr. J. C. Lyle, who has had
considerable experience in such work has
kindly offered to act as Hon. Secretary.
Those who would like to take part are
asked to send in their names to him at
10, Salisbury Avenue.

SIR CLAUD SEVERN AND
MR. GOMPERTZ.FAREWELL DINNER AT GOVERN-
MENT HOUSE.

H.E. The Governor and Mrs. Clement
gave a farewell dinner on Thursday to
the Hon. Sir Claud Severn and His
Honour Mr. Justice Gompertz and Mrs.
Gompertz who are shortly leaving the
Colony. The following guests were pre-
sent:—Sir Matthew Nathan, G.C.M.G.,
Commodore and Mrs. Shirling, Mr.
Shirling, the Hon. Col. Russell Brown
and Mrs. Russell Brown, Sir James
Jamieson, the Hon. Sir Henry and Lady
Pollock, the Hon. Mr. and Mrs. Creasy,
the Hon. Mr. and Mrs. Holyoak, His
Honour Mr. Justice Wood and Mrs. Wood,
Mr. W. W. Hornell, the Hon. Mr. and
Mrs. Chow Shou Sop, the Hon. Mr. and
Mrs. Bird, the Hon. Mr. and Mrs. Kote-
wall, Mr. and Mrs. Dyer, Major and Mrs.
Macready, Miss Fraser, Mr. G. M. Young,
Mr. Melbourne, Pay-Lieut. Churcher and
Captain Johnston.

THE CHRISTMAS MAIL.

Reference was made in yesterday's
Daily Press to the Christmas parcel
mail, which will be despatched by the
P. & O. s.s. *Mantua* to-day.
When the mail closed yesterday at 5
p.m. 3,030 parcels had been received, this
being 20 less than last year when the
Christmas parcels despatched from Hong-
kong totalled 3,050.

The parcels received at the General
Post Office were as under:—London for-
ward, 1,508; London district, 428; London
transit, 125; London insured, 379;
London transit O.T.A., 58; Singapore
388; Penang, 10; Aden, 37; Malta,
1; Mauritius,

CABLES.

[LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

ARRESTS IN MADRID.

THE POLICE SEEKING FORMER GOVERNOR OF BARCELONA.

LONDON, November 13th.

The Spanish Embassy in London, in a statement, admits receipt of a telegram from the Spanish Government, affirming that certain generals and officers of the Spanish Army Reserve, who already had incurred disciplinary penalties and whose prestige in the army was of the smallest, endeavoured unsuccessfully to provoke a rising of the troops. The latter, however, denounced the conspiracy to the authorities.

CONSPIRATORS FALL OUT.

PARIS, November 13th.

The Madrid correspondent of the *Journal* states that two generals, four colonels, four majors and several subalterns and fourteen non-commissioned officers were arrested and imprisoned as a result of a plot against the Directory. The conspirators aimed at the proclamation of a Republic. The plot was discovered, owing to a violent dispute among the conspirators.

EARLIER CABLES.

SEARCH FOR EX-GOVERNOR.

PARIS, November 12th.

A message from Barcelona says the disappearance of two important Catalonian associations has been ordered. The police are seeking the former Governor of Barcelona, Senor Portela, who is a prominent freemason. General Lopez Osorio, arrested in Madrid, is a freemason.

TWO GENERALS DETAINED.

PARIS, November 12th.

The newspapers have a message from Hendaye, to say that Generals Moreno and Peraltas are among those detained in Madrid.

RUSSIAN TRADE.

ONLY NORMAL CONDITIONS ARE ASKED FOR.

LONDON, November 12th.

M. Franklin, the Soviet Assistant Commissioner for Foreign Trade, who has been visiting Berlin, Paris and London, is now on his way to Moscow.

Interviewed by *Reuter* he said that Russian trade delegations will shortly visit the various countries with a view to placing orders for machinery, including fifteen millions sterling worth in Britain. He added: "We only want normal conditions."

FINANCES IN FRANCE.

M. PAINELEVÉ NOW MODIFIES HIS PROPOSALS.

PARIS, November 12th.

Responding to Socialist pressure, M. Painelevé has modified his financial proposals, including compulsory conversion of bonds maturing in December, requiring companies to hand over a promissory note equal to fifteen per cent. of their net assets as a guarantee for future taxation. M. Painelevé has agreed to limit inflation by increasing the note issue by one and a half milliard francs, instead of two and a half as originally contemplated.

The prospects of the Government carrying the Finance Bill are decidedly rosier as a result of the modified proposals, though the more extreme Socialists are still dissatisfied, preferring certain amendments submitted by M. Loucheur late this evening, which M. Painelevé is expected to reject. The Government's new proposals have won over the support of the majority of the Chamber Finance Committee and the moderate Leftists.

NEAR EAST SITUATION.

M. DE JOUVENEL INVITED TO LONDON.

PARIS, November 12th.

The British Government has invited M. De Jovenel, the new High Commissioner of Syria, to London to discuss with Mr. Austen Chamberlain and Mr. Amery the situation in the Near East, as it affects the British and French mandates in Palestine and Syria respectively. It is understood that M. De Jovenel's acceptance of the invitation depends on the time available before his departure for Syria.

SUBMARINE DISASTER.
BRITISH DIVER DISAPPEARS
AT EXERCISE.

LONDON, November 12th.

The Admiralty announces that the submarine "M-1" during exercises this morning, was seen to dive when 15 miles south of Start Point and has not been seen since. Every effort is being made to locate her and to establish communication.

The missing marine is a Portsmouth vessel. Her normal complement is sixty. She carries a big gun and belongs to a class placed on reserve since August, 1924, known as submarine monitors. Not being a success as a submarine, the "M-1" was a tender to H.M.S. *Dolphin* the submarine headquarters at Portsmouth. She left on Monday with other submarines and the mine-sweeper *Ross* for Gibraltar, and it is presumed that in view of rough weather she put in at Western ports where she carried out exercises, in which she foundered.

HEAVY LOSS FEARED.

It is believed that sixty lives have been lost in the "M-1" disaster. A fleet of mine-sweepers is seeking to locate the submarine, but without success. Salvage vessels are being held in readiness at Plymouth, but hitherto have not been requisitioned.

A list issued by the Admiralty shows that there were 68 aboard the "M-1" of whom four are officers.

[Start Point is on the coast of Devon, eight miles south of Dartmouth, and famous for its lighthouse.]

A FRUITLESS SEARCH.

Vessels from Portland, including the anti-submarine flotilla, mine-sweepers and a flotilla of so-called "P" boats, equipped with hydroplane and instruments, have been engaged in a fruitless day-long search for the "M-1." They were recalled this evening, but are under orders to proceed to sea at any moment.

The "M-1" is believed to be lying in some 250 feet of water, which renders rescue by divers impossible.

MADE NAVAL HISTORY.

Launched in 1918, the "M-1" originally the "K-1" (on account of her 12-inch gun), was intended for the protection of trade routes and made naval history, but she was withheld from war service in order to prevent the Germans learning an important secret. By the irony of fate, the mishap occurred a few hours before the men were returning to shore from their manoeuvres, which were interrupted by the recent heavy weather and were due to terminate last night.

ECHO OF MR. "A" CASE.

CAPTAIN ARTHUR SENTENCED BY FRENCH COURT.

PARIS, November 12th.

Captain Arthur, Maharajah Sir Hari Singh's former aide-de-camp, who has been imprisoned since the notorious Robinson case (in which Sir Hari Singh was referred to as Mr. "A"), has been sentenced by the correctional court to thirteen months imprisonment and a five hundred francs fine, on a charge of receiving funds through mismanagement.

Captain Arthur has already served eleven months in solitary confinement, and is thus entitled to a remission of a quarter of his sentence. He will probably be released immediately.

HONOUR FOR AIRMAN.

MAJOR DI PINEDO GRANTED FREEDOM OF ROME.

ROME, November 12th.

Signor Mussolini and other notables were present at a brilliant reception in the Capitol when the freedom of the city was conferred on Major Di Pinedo in recognition of his magnificent flight.

PROFESSIONAL GOLF.

ABE MITCHELL IS AHEAD OF COMPTON.

LONDON, November 12th.

A golf match between Abe Mitchell and Archie Compton for a purse of two hundred sterling and a hundred aside, began at St. George's Hill, Weybridge, over thirty-six holes to-day. The same number will be played to-morrow at Wentworth, Virginia Water. Mitchell finished one up on the morning round, and four up at the end of the thirty-six holes.

LATEST CABLES.
[REUTER'S AMERICAN SERVICE.]

THE LIRA RALLIES.

NEW YORK, November 13th.

As a result of the Italian debt settlement, the lira rallied sharply this morning, mounting ten points to 4.08 cents.

NO LOANS TO BRAZIL.

WASHINGTON, November 13th.

Mr. Hoover has issued a statement that loans to Brazil, to support the coffee price valuation, have been refused by New York bankers at the instance of the administration.

EARLIER CABLES.

ITALIAN DEBT TO U.S.

FUNDING ARRANGEMENT IS NOW REACHED.

WASHINGTON, November 12th.

An agreement has been reached for the funding of the Italian debt to America. It is understood that the Italian commissioners have agreed to the payment of five millions annually for the first five years, the amount increasing yearly thereafter.

Count Volpi, on behalf of the Italians, expressed their gratitude for the liberal terms, and declared the concessions exceeded any forecast.

TERMS OF SETTLEMENT.

Under the terms of the settlement, Italy is granted, sixty-two years in which to repay the debt. During the first five years no interest will be paid, whilst the rate for the next ten years will be one eighth of one per cent., thereafter gradually increasing to one per cent., where it will remain between 1960 and 1980. The rate for the last seven years will be two per cent. The settlement means that for the original debt of 1,648 million dollars, America will receive a total of 2,000 million.

A New York message says the settlement removes the ban on loans to Italy. Bankers, except to arrange a loan of from fifty to a hundred million dollars for the Italian Government and that at least fifty million dollars in industrial bond issues will follow shortly.

THE RIGHT TO KILL.

DR. BLAZER CHARGED WITH MURDER IN U.S.A.

LITTLETON, COL., November 12th.

"The right to kill" has been prominently drawn attention to in the trial of a Dr. Blazer who is charged with murdering his invalid daughter. Dr. Blazer claimed justification, since his daughter was an imbecile and entirely dependent on his personal care. He was ageing and enfeebled, and dreaded leaving her unprotected. The jury disagreed and were discharged. The lawyers on both sides expressed satisfaction at the inconclusive result, and the Public Prosecutor added that he is unlikely to reopen the action.

TRAIN DISASTER IN U.S.

MANY CASUALTIES DURING COLLISION IN FOG.

TRENTON, N.J., November 12th.

Many persons were killed and injured when the Plainsboro train from Pennsylvania crashed into the rear of the southern train, telescoping the two rear coaches.

Hitherto eleven bodies have been recovered, and other bodies are visible beneath the wreckage, in addition to twenty-five being seriously injured. It appears the northbound train was travelling slowly in a fog, and the western train was speeding at fifty miles an hour.

FIRE IN FACTORY.

HEAVY LOSS OF COTTON IN BLAZE AT CORINTH.

CORINTH, November 12th.

Fire has practically destroyed the plant of the Corinth Compress Company. The damage is estimated at a million dollars. Nine thousand bales of cotton have been burnt.

ON DOING WHAT YOU'RE TOLD.

[BY STACY AEMONIER.]

There is a phrase often repeated in the advertising spaces of the daily press familiar to us all. It runs: "Eat more bananas." I think it must have occurred to most of us at times to wonder whether this peremptory injunction does actually influence people to eat more bananas. It stands to reason that hard-headed business men would not spend good money repeating it unless indeed it did have the desired effect. And experience teaches us that repetition is an enormously powerful force.

"It is no good saying to me, once (in print), 'Eat more bananas.' I should simply think, 'How silly.' But if every time I pick up a newspaper I am enjoined to eat more of this yellow fruit (of which I am not particularly fond), and if people I meet keep on whispering in my ear, 'Eat more bananas,' and reverend grey-haired gentlemen take me on one side and say, 'What you want to do, my boy, is to eat more bananas,' I know that in the fullness of time I should develop an inclination to devour bananas for breakfast, lunch, tea, and dinner.

THE WEAK MAJORITY.

There are, I know, certain strong-minded people who would stand out against this injunction. The mere fact of being told to eat bananas would drive them to an orgy of pickled walnuts. But they are in a minority; with the majority of us the inclination is always to do as we are told, from whatever source the order comes. In the same way we are advised to "Eat mustard and get strong!" "Get the tube habit!" etc.

Among Eastern and other peoples the religious devotee is instructed not merely to repeat a prayer once, but so many times. This is quite sound. By this means the vagrant sinner learns to acquire godliness in the same way that the Pagan from Putney tends to acquire the excitement of a much-advertised mustard. It reminds one of the old lady who said: "I must try So-and-so's soap. All the advertisements speak so well of it."

This very powerful instinct arises presumably from the fact that when we are children we are taught to do what we are told, unquestioningly. And this instruction carries with it a strange sense of comfort. We are born amidst incomprehensible surroundings, and we have no judgment as to what is right and what is wrong, what is good and what is evil, what will do us harm and what will benefit us. But at that age we find ourselves surrounded by maternal and paternal experts in these matters. It sometimes occurs to us to challenge these teachings out of a sense of perversity and experiment, but never to challenge the actual justice of them.

But, alas! there comes a time when we are told, for there is no one there to tell us what to do. We find ourselves suddenly faced with the problem of forming a judgment, or making a quick decision—judgment, or making a quick decision—alone. It is a solitary, and one which we instinctively try to avoid. We come into the world alone. We go out alone, and every big moment which affects our character and our destiny is a moment that has to be faced alone. And because in all the big things we remain children to the very end, we are always clamouring to be told what we should do. There are old lady corners of our minds, dark passages and desires that cannot be explained, deep-rooted prejudices and disaffections. And in the problems they present we are still eager to snuggle beneath the protection of the expert in these matters. And so we go to the priest, the lawyer, the philosopher, and the doctor and we say: "Tell me what is right. And I'll do what I'm told."

And he comes with the force of a thousand repetitions, and he says: "Do this or do that," and we comply unquestionably.

THE HERD INSTINCT.

I have a good friend, who before the war held a responsible position in a big engineering works. During the war he was put into the R.E.s (the right thing did get done sometimes). I met him one day when he was on leave. He had just come back from Gallipoli and the Italian front, looking very fit and well. On asking him how he was getting on, he replied: "Oh fine! I'm grand, no responsibility. You simply have to do what you're told!" He was looking fifteen years younger than when I had last seen him.

Conscious then of this power of suggestion, as supported by endless repetitions, it behoves us to watch carefully what we say. For every little thing we say, however serious or frivolous, is a contribution to the herd instinct. Public confidence is less susceptible to the arguments of logic and reason than it is to the pressure of repetition. "You have only to make a statement often enough and vehemently enough for it to become a fact."

If the French keep on saying that they hate the Germans, and the Germans keep on saying that they hate the French, well, then, they do. But it would be just as easy to make them love each other, as it would be to make them both eat bananas. They could both be taught to do what they're told.—*Evening Standard*.

CHARMS AND SPELLS.

SURVIVALS IN INDIA FROM ANCIENT TIMES.

India is pre-eminently the land of spells and charms. All the most savage and most benighted races of the world could hardly hope to boast the number and variety of spells, charms and incantations that inflict themselves on India. Many of these, no doubt, are survivals from very ancient and uncivilised times, taken over and assimilated by more civilised conquerors who might have known better. Apart from human sacrifices and the darker practices of aboriginal superstition which appear sporadically even to this day, there are wise men, and wise women, witch doctors and doctoresses who flourish in the land and grow fat on the substance of the ignorant, says the *Englishman*. There are what one may call wholesale charms, spread throughout India, and acknowledged in cities, hamlets, huts and palaces as possessing sovereign power in regard to the woes they are used to avert, and the good they are believed to bring. Then there are powerful spells of great service in a certain district or province, which are of no use anywhere else. There are incantations of fame confined to certain towns, shrines, and villages, and there are secret charms jealously guarded by certain tribes and families.

All these charms and spells and the power to use them are, of course, confined to the class, profession or faculty of wizards. No one would dream of using a charm without first getting the prescription from a duly qualified practitioner. Himalayan wizards are very well known and deservedly celebrated, for the Himalayas form a stronghold of animism, and potent relics of devil worship abide there. In the bazaars of Simla, Darjeeling and Dehra Dun may be found, by those who seek them, witchdoctors of the unadulterated brand. They furnish love philtres for love-sick maids and swains—the commonest of which is a red powder, rendered potent by an incantation, and eaten with certain foods. In obstinate cases a white powder, strengthened by double spells, is exhibited with the happiest results—certainly to the wizard. The witch-doctor has also charms and spells for all the diseases under the sun and can even provide the elixir of youth—an expensive and nauseous draught. There is much quackery in their methods, but they are simple hereditary remedies which, added to simple faith, sometimes work wonders, and they have a Chinese system of payment by results which might well be imitated by other members of the medical fraternity. Lucknow, for some reason best known to itself, is a great centre for sooth-sayers, quack doctors and wizards. The schools of such medicine men, it is said, were fostered by the old Kings of Oudh, and have now become part of the life of the people. This may explain the backwardness and poverty of the United Provinces, but it adds to the Oriental originality of the land.

A common charm one often sees is a bit of rag or clothing fluttering from a tree. It is a charm of long standing. A shred from a sick man's raiment takes away the disease, provided the right sort of witch-doctor has seen to it, and been rightly recompensed. Rags tied near carefully proved shrines and tombs, accompanied by solemn offerings and a charm for those and prayers act like a charm for those who desire a quiverful of vengeance, and lastly in the dark paths of vengeance, rags will be a sign against your enemies, if torn from your robe with due ceremony, and set against their houses in the proper way. Again charmed jewellery, though expensive, is very efficacious. A charmed anklet or bracelet will put the wearer entirely under the influence of anyone who requires it. To the secular mind it may appear that anklets and bracelets by themselves are quite enough to lead away an average peasant woman, without the additional craft of spells and incantations, but the peasant's proper supernatural aid in matters of fair, finger nails and so forth, relies of that age-old belief that the virtues, the strength, the loves and hates of a man are in every part of him. There also exist a thousand charms for the healing and guarding of sick animals, from galling a horse-shoe on the door of a mosque to burying a hair from a cow's tail in the open field. The jungle and sport have their own charms, very secret and very esoteric, which no shikari will give away. In some parts of India the feline whisker endows the man who keeps it with courage, wealth and long life; in others it is looked on as a deadly poison, which no woman must be allowed to possess, lest the mix it in her lord and master's food and so get rid of him for ever. But with the tiger's whisker, as with all other charms, the everything depends on the use of the proper spells by the right witch-doctor.

SAFEGUARDS AGAINST AIR PERILS.

PUBLIC WELL PROTECTED.

[BY HARRY HARPER.]

It is now evident, from letters one receives, that people all over the country are beginning to dread the coming of that aerial age fore-shadowed by popular club-flying in England.

Such folk, some of them landowners, some of them farmers, and many of them those who are out of sympathy with all that is now implied by aerial progress, imagine that a phas is imminent in which earth-folk will have their lives made miserable by "air hogs."

This feeling is perfectly natural. But, writing from an intimate knowledge of flying from its infancy, one can assure such troubled people that their fears are unfounded.

One fact needs grasping at once. Though we shall see interesting developments immediately, there is no question at all of the air suddenly becoming black with small, recklessly driven "planes," or of such craft alighting pell-mell here, there, and everywhere, and causing universal damage and annoyance.

What we are actually to see is a gradual, controlled increase in flying. Our first air-clubs will be followed, of course, by others, and one after another men will buy, and fly, their own little light-planes. But the air-spaces are so vast compared with the restrictions of earthly highways that it will be years before earth-dwellers, looking upward, notice anything like a "busy traffic" through the skies.

ELIMINATING ACCIDENTS.

In preparation for such days every step is already being taken, especially, to safeguard not only those who fly but those also who remain on the ground. No plane can be flown across country until experts have pronounced it air-worthy, and no man can fly such a machine until he has been certified, medically, as fit to do so and until he has shown he is proficient in manoeuvring and landing. No man may fly over any populous district unless he is at a height permitting him, should his motor stop, to glide out and alight on some open space beyond.

There is another fundamental point. Apart from the growing skill airmen are now acquiring through accumulated experience, the aeroplane itself is becoming more reliable and controllable. Engine-failure while in flight, once such a bugbear, is now extremely rare, and every day becomes rarer.

It is certain that aerial touring, as it develops, can be conducted without haphazard descents. Schemes are already in hand which will dot the country with aerial landing-grounds and refuelling stations, and it will be at such prescribed spots that winged cars will alight while on cross-country flights. And in the rare case of an involuntary landing a pilot should be able to bring a light-plane down into any ordinary field without causing damage or annoyance. But if, by some abnormal circumstances, a forced descent does result in damage, then compensation will have to be paid, and air-owners themselves will include such risks in their insurance.

WHEN WE ARE ALL FLYING.

We cannot stop the march of progress. It is futile to talk of banishing aviation from the world's stage. What we must do is to foster peace-time flying and, by the good will between nations, engenders, drive into the background the menace of war. By encouraging young men and women who are eager to fly, we shall be doing nothing to destroy the amenities of life. Almost daily now aeroplanes grow safer and more silent while, at the same time, that land organisation, in developing which will be essential when flying becomes general. There is no need whatever for earth-folk to fear the air age. Even when there is a big coming and going through the sky it should be possible so to regulate this traffic that the time it saves and the pleasure it confers will far outweigh any trifling annoyance which, under some quite exceptional conditions, it may cause temporarily to a few of those below.

CHINA AND THE SPECIAL TARIFF CONFERENCE.

ABSURDITY OF THE "LIKIN" ABOLITION CRY.

WAY OUT OF THE DIFFICULTY BY MEANS OF TRANSIT PASSES.

(By Sir F. AGLEN, Inspector General of Customs.)

In view of the importance attached to the deliberations of the Tariff Conference in Peking, the following article by Sir F. Aglen, reprinted from the *New York Times* of August, 1924, will be read with very considerable interest. Although written over a year ago the article, in all essential points, is applicable to the problem confronting the Tariff Commissioners today. The possibility of the abolition of *likin* is dealt with in great detail and Sir Francis Aglen outlines a scheme of transit passes which he suggests might overcome the seemingly insuperable obstacle that the need for *likin* does now present.

The Washington Conference raised high expectations in China. The Chinese Government sent an imposing delegation, and the Chinese case was well presented and sympathetically received. The resolutions adopted, albeit tentative and cautious, cleared the ground for real progress in the direction of fiscal and administrative reform. If performance has hitherto on fair promise, the reason must be sought in the conditions obtaining in China, which at the Conference were imperfectly understood. Whether there is any acute feeling of disappointment in China, which at the Conference were imperfectly understood. Whether there is any acute feeling of disappointment in China, which at the Conference were imperfectly understood.

In the matter of the Special Tariff Conference, however, China feels that she has a grievance. She sent her delegates to Washington with very definite ideas on the subject of tariff autonomy. The Washington Conference, attended by foreign statesmen and economists to whom China's fate and her economic well-being were a matter of interest, was at least expected to provide a solution more in accordance with modern requirements. This was not even attempted. On the contrary, Washington nailed down the flat rate more securely than before, and the Chinese delegates came back with the conditional promise of half a loaf in the shape of an immediate surtax to be placed on the table with that standing dish the abolition of *likin*. Needless to say, all China was eager to partake of the promised fare.

COUNTING UNHATCHED CHICKENS.

The delegates to Washington had hardly dispersed when proposals for the spending of the surtax—altogether premature, seeing that the Special Tariff Conference itself will decide how the collection shall be applied—came thick and fast from many quarters. Never was there such a counting of unhatched chickens. The Chinese can hardly be blamed for feeling disappointed. Ratification by the contracting Powers of the Treaty relating to the Chinese Customs Tariff was expected to take place as a matter of course, without undue delay. Two years and a half have elapsed since the Treaty was signed, and it is not yet ratified by all the signatories. Until all have ratified the Special Tariff Conference cannot assemble. The delay has been unfortunate, because Chinese public opinion has crystallized in the conviction that, on one pretext or another, ratification will be withheld in order to force irrelevant issues and that the Powers were not serious in their promises at Washington. Foreign opinion in China is divided: there are many who deplore the delay which has taken place; others, and possibly the majority, resist in conditions which give cause for much anxiety and not a little resentment, advocate the withholding of the Conference. This view is general in foreign mercantile quarters and is supported by a considerable section of the foreign Press. Meanwhile the Chinese, disappointed and impatient, have put forward the proposal to hold a preliminary conference pending ratification of the Washington Treaty, and this proposal is now under consideration.

I am not of those who stand on the side of further delay. The advantages of a conference, preliminary or special, in which important questions affecting trade and intercourse will be fully ventilated seem to be so patent that it is extraordinary that foreign pressure, instead of Chinese impatience, has not been the impelling force. The surtax, if granted and properly expended, cannot but have far-reaching effects of a nature beneficial to Chinese and foreigners alike. The notion that a surtax of 25 per cent. *ad valorem* on foreign imports uniformly collected; every cent of which will ultimately be paid by Chinese consumers, can have any harmful effect on foreign trade is belied by all experience. One advantage, at any rate, pertaining to a small flat rate of duty—and so far as can be seen the only advantage it possesses—is that it enables that rate to be raised with safety within a very wide margin without any danger of affecting appreciably the volume of trade. The surtax, however, and the uses to which it may be put do not lie within the scope of the present article. The subject is already highly controversial, and discussion before the Conference meets would be premature.

THE ABOLITION OF "LIKIN."

Underlying the whole proposal is the question of the abolition of *likin*, and discussion of the interim provisions to be applied prior to the abolition of *likin* is not premature. On the contrary, there is no subject on which discussion and clear thinking are more desirable. It is, indeed, somewhat remarkable that attention has hitherto been directed almost exclusively to the surtax and its employment.

Likin, originally a tax of one-tenth of a per cent. on goods in transit, collected as often and at as many points as long-suffering traders will consent to pay, was imposed during the reign of the last dynasty to replenish an exchequer exhausted by the ravages of the Taiping rebellion. *Likin* furnishes a familiar example of the ease with which indirect taxation can be imposed in China and the difficulty of abolishing a charge which, intended to be temporary, has become established. Probably no word is so familiar to foreign readers of things Chinese as this word *likin*. It is commonly supposed to be the root of all the evils to which foreign mercantile life in China is heir. While this is an exaggeration, *likin*, undoubtedly has been at the bottom of most of the Treaty port disputes between foreign (consular) and Chinese local authorities in the past 60 years. Blue-books innumerable have been written on the subject. The archives of every legation, consulate, chamber of commerce, and custom-house in China are swollen with the controversies *likin* has raised. Several attempts have been made to solve the problem, and all have been equally futile.

A VENERABLE DELUSION.

Is it possible to abolish *likin*? No question is more frequently put to those who have any knowledge of Chinese affairs. The answer depends on what is meant by the abolition of *likin*. If by the phrase is meant the withdrawal by the administrative act of the Central Government of the right of provincial authorities to tax goods in transit and *in situ*, the answer is unquestionably No. If, on the other hand, all that is meant is protection for foreign imports from the vexatious delays, unauthorized exactions, uncertainty, and other abuses inherent in this system of taxation, the answer is just as unquestionably in the affirmative—provided that the mistake initiated by the framers of the 1858 *Tientsin* and persisted in for six decades is not corrected. The proviso has been italicized, because it contains the crux of the whole question, but to understand it a brief digression is necessary.

Previous to the conclusion of treaties with foreign States regulating sea-borne commerce, about the middle of last century, there was no well-defined distinction in the modern sense between Central Government and provincial finance. In theory all revenues belonged to the Emperor, but the system of decentralization pursued under the dynasty, while placing on the provinces the responsibility of raising funds in all national emergencies, allowed to provincial authorities a measure of financial independence which practically amounted to fiscal autonomy. Tribute, in kind and in specie, was remitted at regular periods by the provinces for the expenses of the capital, but at this period China had contracted no State obligations, foreign called for special arrangements for its entry into and transiting throughout China, the negotiators of the additional article to the Chefoo Convention (1855) avoided the mistake made by their predecessors. The increased charge imposed on foreign opium, the collection of which was entrusted to the Imperial Maritime Customs, was boldly labelled *likin*. Thereafter foreign opium penetrated for every corner of the Chinese Empire under special transit passes and labels issued by the Imperial Maritime Customs. These passes, unlike the transit passes issued for general merchandise, were scrupulously respected by inland revenue administrations, and so far as the writer's own experience enables him to judge, there were never any complaints.

The creation, purely fortuitous, of the Imperial Maritime Customs Administration in 1854, introduced a change, hardly noticed at first, in the financial relations of the provinces with Peking. The revenue in collected flowed into the provincial treasuries it is true, and was reported by provincial treasurers to the Board of Revenue with other revenue collections, but the Maritime Customs rendered statements of cash receipts as opposed to conventional estimates and the foreign Inspector-general submitted and published entirely independent returns. It did not take long for the Court to appreciate the fact that here was a golden goose industriously laying eggs in ever-increasing number, unhampered by any conventional restrictions, whose well-being it would be good policy to cherish. Nor were the provincial

authorities slow to perceive that an institution set up in their midst and constituting a virtual *imperium in imperio*, whose methods made it possible for Peking to call receipts to their utmost most copper cash, if it were necessary or expedient to do so, might have a very disturbing effect on provincial finance. Not that the Court was exigent: the Maritime Customs receipts remained to a very considerable extent at the disposal of the provincial authorities. But accurate returns, founded on fact instead of fancy, presented possibilities which had not previously entered into the calculations of provincial treasurers, and for the first time set up a well marked distinction between the provincial and the national exchequer.

RECOGNIZED BY TREATIES.

By the time that the Treaties of Tientsin were ready for signature the Imperial Maritime Customs Administration was four years old and showed every sign of vigorous growth. The late Sir Robert Hart, who for 50 years was to mould and guide its destinies, was about to take up an important post in the service. The Treaties recognize the existence of this anomalous institution, and it was generally felt that on it depended the proper fulfilment of those clauses which dealt with the conduct of trade. It may with confidence be assumed that the foreign negotiators regarded the Maritime Customs as a State rather than a provincial administration. Of all the stipulations contained in the Treaty of Tientsin none had perhaps so much interest for the foreign mercantile community in China as those which governed the transit of merchandise inward and outward. In the interval between the ratification of the Treaty of Nanking (1842) and the Treaties of Tientsin (1858) the bugbear *likin* had raised its head. Complaints were numerous and loudly voiced. To protect foreign imports proceeding to the interior and native goods purchased in the interior for export to foreign countries the transit pass clauses in the Treaties of Tientsin were specially devised. Foreign merchants were given the option of taking out a transit pass at the Maritime Customs, on payment of dues equivalent to half the general tariff duty, or of paying inland charges at each and every barrier passed. This compounding for provincial taxation might conceivably have attained the object which the negotiators had in view, if the Treaties had stipulated, in clear and unmistakable terms, that the transit dues were provincial revenue collected on behalf of the provincial exchequer as a matter of administrative convenience by the Imperial Maritime Customs, and that in no circumstances would they form part of, or be included in, the Maritime Customs revenue collection. No such stipulation was made. The foreign negotiators who dictated the text of the Treaties were evidently unaware in the light of the information at their command concerning Chinese fiscal arrangements, that they were inaugurating a conflict between the provincial exchequer and a potential rival in the shape of a national treasury.

THE ROOT OF THE EVIL.

What is remarkable is that this initial mistake has been confirmed and persisted in for 60 years in respect to general merchandise, in spite of remonstrance from foreign merchants themselves and of the fact that, where it was avoided, as in the case of the special article opium, none of the evils attributed to the *likin* system was experienced.

Ten years after the signing of the Treaties of Tientsin the Shanghai Chamber of Commerce—in those days there were no Chinese chambers of commerce—put its finger on the spot in a weighty and carefully-reasoned document which was submitted to the British Minister, Sir Rutherford Alcock, then engaged in negotiations for the revision of the British Treaty of Tientsin. The root of the *likin* evil lay, according to the view of the Chamber of Commerce, in the fact that the collection of what was essentially a provincial revenue had been entrusted, without qualification, to a Central Government administration. Later on, when difficulties arising from the smuggling of foreign opium called for special arrangements for its entry into and transiting throughout China, the negotiators of the additional article to the Chefoo Convention (1855) avoided the mistake made by their predecessors. The increased charge imposed on foreign opium, the collection of which was entrusted to the Imperial Maritime Customs, was boldly labelled *likin*. Thereafter foreign opium penetrated for every corner of the Chinese Empire under special transit passes and labels issued by the Imperial Maritime Customs. These passes, unlike the transit passes issued for general merchandise, were scrupulously respected by inland revenue administrations, and so far as the writer's own experience enables him to judge, there were never any complaints.

THE COMPLICATION OF DEBT.

Fundamentally nothing changes very much in China. The financial relations between the provinces and the Central Government are to-day very much what they were in Imperial times. China, has, however, in recent years contracted what is for her a very considerable foreign and domestic debt, and has had to set up as best she could a machinery to deal with a comparatively simple one. Imperial edicts saddled the provinces with the service of the foreign loans and the Boxer indemnity, and in this way spread the responsibility of meeting State obligations. Having issued the necessary edicts, the Court, more or less washed its

hands of the matter. Possessing no Central Government treasury that was capable of meeting calls of such magnitude, the rulers of China shifted the burden on to the shoulders of the nation as a whole, and in doing so followed the custom of centuries. Foreign creditors, however, would not be satisfied with Imperial edicts unsupported by definite security, and their representatives who negotiated loans were particular in securing them on the only revenue which at that time was regarded as peculiarly a State revenue. Until, however, the revolution of 1911-12 dislocated all existing financial arrangements in China no special care was taken to apply Maritime Customs revenue to loan service. So long as loan instalments were punctually paid the foreign receiving banks asked no questions as to where the money came from.

CENTRALIZING EVERYTHING.

The revolution changed all this. Maritime Customs revenue, till then collected and accounted for but not directly handled by the foreign side of the Maritime Customs administration, came under strict control and was taken completely out of provincial hands. The Maritime Customs collection became identified as a Central Government fund in a way unknown before. President Yuan Shih Kai, in the full tide of his centralizing policy, attempted to do the same with the salt revenue, hitherto regarded as the mainstay of provincial finance, and for a time he succeeded. The salt revenue was pledged as security for two foreign loans, foreign control of receipts was introduced, and these receipts were definitely earmarked as Central Government funds. A similar policy was pursued in the case of similar inland revenues, notably the wine and tobacco revenue and the stamp duty. The provinces were left to fill the vacuum caused by the withdrawal of these revenues as best they could. Another turn was given to the *likin* screw, recourse was had to usurious loans, and other even more questionable means for raising the wind were employed. But the vacuum was too great to be filled, and the inevitable results of building on an insecure foundation were not long in showing themselves. The financial structure of the State, never at the best of times very coherent, began to creak, and ere long it collapsed altogether. The Imperial Government had followed precedent and sound policy in placing responsibility in hands which held the power. It had imposed the burden of supporting the State debt on provincial shoulders and had been careful not to sap the financial strength of the provinces by too sudden a reversal of a highly decentralized administration which had endured for ages. The Republican Government, reacting to foreign impulses, in its haste to centralize authority, has thrown the machine out of gear. It has assumed the responsibility for state obligations without the power to meet that responsibility. Power has always been vested in the provinces, and there it will remain. Already the provincial authorities have resumed control over a large portion of the salt revenue and all but an insignificant fraction of the wine and tobacco revenue and the stamp duty. Alone of all the so-called Central Government revenues, the Maritime Customs collections remain intact. The divorce of responsibility from power has produced the situation in China which confronts the world to-day—an empty State treasury and a pile of debt.

THE HOME OF PARADOX.

To assume from this that China is bankrupt is a half-truth which is as misleading as such statements usually are. The Far East has aptly been termed the home of the paradox. At no period in the history of China has so much money been made by her industries, and she has so much revenue been exacted from her long-suffering traders—and wasted. Underneath the surface of financial muddle, military misrule, and political cross purposes the structure is essentially sound; Chinese banking institutions are multiplying daily, factories are springing up in all directions of the very existence of which the treaty port dweller is unaware; everywhere throughout the length and breadth of this vast land there is a steady development in the production of wealth. And it is just at this juncture, when so much might be done to point the way towards financial reform, to dispel illusions, and to show up facts in their relation with theories, that the Special Tariff Conference is blocked because this Power or that has a special axe to grind, or because foreign mercantile interests, despairing of improvement initiated from above, are fearful of opening a door which might lead to improvement from below. Government finance is the ultimate and dominating factor in China's present plight, and the Special Tariff Conference, if it were to achieve nothing else, would serve a useful purpose in bringing many obscure features into the glare of publicity.

It would, however, serve a much more useful purpose, and one strictly within the agenda of the Washington resolutions, if it would provide the State treasury with funds which are badly wanted, no matter what conditions may be attached to their disposal, and unquestionably it might be made to pave the way for the abolition of *likin*. An opportunity, which has not presented itself in so favourable a form since the Boxer uprising opened the door to treaty revision, is now given to correct a mistake that has persisted for considerably more than half a century, and to set inward and outward transit trade at the 11th hour on the right road—in a word, to eliminate once for all the conflict between two rival exchequer systems.

(Continued on next column.)



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TRANSIT PASSES THE KEY.

The remedy, like all true remedies, is a very simple one, though in beneficial effects it would be far-reaching. It is within the competence of the Central Government to apply it, and I believe that the Government would not be indisposed to do so. It may be stated in two short clauses:

(1) Remove all restrictions, whether imposed by treaty or by the Chinese Government, on the taking out and use of transit passes.

(2) While retaining in Maritime Customs hands the issue of transit passes, and the duty of collecting the transit dues, definitely allocate to the provincial exchequer the entire transit dues collection under some arrangement for *pro rata* distribution.

In regard to (1) the restrictions are many and various. Treaties confine the issue of transit passes to foreign goods going inland, and to native goods from the interior purchased for export abroad. These restrictions should be removed. All goods, irrespective of their provenance and ultimate disposal, should be allowed the protection of the transit pass. The Chinese Government restricts the use of outward transit passes to certain limited classes of goods. This restriction, imposed in the interests of the *likin* collector, provokes never-ending disputes with foreign Powers. Apart from this restriction, the provincial Governments endeavour to limit the use of transit passes by all manner of devices in their eagerness to exclude an unwelcome competitor. In regions where *likin* barriers luxuriate, those teeming and fertile lands intersected by water communications, they maintain *likin* tariffs at a rate slightly below the legal transit dues to induce the foreign merchant to avail himself of his option to pay *likin* at every barrier passed. They pass the word to *likin* underlings to be strict in the examination of transit pass cargo and hints of this description are acted and improved upon.

ADVANTAGES ALL ROUND.

Competition of this kind is the death of trade. Remove it, and what will happen? The provincial authorities are too sensible to maintain a costly and somewhat inefficient administration to collect a revenue which can be collected for them without any trouble or cost; transit dues will take the place of *likin*, which they really are, and they will be collected by an efficient administration with a minimum of friction. All will be encouraged to take out transit passes, and Chinese traders will need no encouragement when they realize that these passes are regarded with favour instead of frowns by provincial underlings. The word will go forth to expedite the passage of transit pass goods and the bottom will fall out of the *likin* bucket.

The financial sacrifice to be made by the Central Government would not be great. Transit dues collected by the Maritime Customs do not exceed \$4,500,000 annually, and the benefit from ultimately increased revenue, if this cog on the wheels of trade could be removed, would be out of all proportion to the sums involved.

It is not to be supposed that the measures here outlined will remove all foreign complaints provoked by the incidence of inland taxation, or attain all the objects aimed at in Article VIII. of the Mackay Treaty of 1902—an article which remains inoperative. But they might well be considered in connection with the interim provisions to be applied prior to the abolition of *likin*, as called for by Article III. of the Nine Power Treaty relating to the Chinese Customs Tariff. If adopted they will go far towards solving the problem of the abolition of *likin*.

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British and American Squadrons	CHINA AND JAPAN.	
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OFFICERS OF COURT & OTHER STAFF

HONGKONG WEEKLY PRESS.

WE ARE CONTINUALLY RECEIVING ORDERS FOR "COPIES OF EACH ISSUE OF THE HONGKONG WEEKLY PRESS PUBLISHED SINCE THE COMMENCEMENT OF THE STRIKE."

THESE ORDERS CANNOT BE FILLED BECAUSE MOST OF THE ISSUES HAVE BEEN SOLD OUT.

THERE ARE, HOWEVER, STILL ON HAND A FEW COPIES OF THE FOLLOWING DATES.

AUGUST 8th.

AUGUST 29th.

APPLICATION FOR THESE SHOULD BE MADE TO THE CITY OFFICE OF THE HONGKONG DAILY PRESS, 14, CHATER ROAD. TELEPHONE CENTRAL 12.

The issue of August 8th contains the detailed reply by A. G. M. to Wu Hon Man's Manifesto. This reply analyses very fully the various contentions put forward by the Bolsheviks in their propaganda, and gives the British point of view. It should be kept on record as it will always be useful for reference purposes.

The issue of August 29th contains the full report of the great indignation meeting held at the Theatre Royal, together with the text of the Telegram sent to the Prime Minister.

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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, "L'ARTISTE," PARIS.]

Paris, October 11th.
The traditional "billet doux," scented and coloured will continue in favour no doubt as long as there are fair ladies to indite them to brave knights. But, just as with everything else, the size and shape and colour varies with the seasons. At the moment, square envelopes, rather larger than usual, are smart, and the note paper that goes with them, is cut exactly the size of the envelopes so that it is not folded but can be slipped in just as it is. Some varieties are not even doubled, but come in "blocks" that are torn off as they are wanted. Needless to say, such note-paper can only serve for the briefest of epistles, but, then, with the speed of life as it is lived in these modern times, no one has time to write much else. Coloured paper is considered chic, but only certain colours—grey, cream, blue and green notably. Pink and lavender are not considered quite so smart, although they are used quite a good deal. But the lining of the envelopes is what is smart, and charming rather than the paper itself. The most fastidiously designed tissue paper is used for them, always a shade darker in tone, but of the same colour as the outside. Cream paper, is often lined with a lovely brown or orange lining, pale blue with a midnight star bedecked shade of the same colour, and so on. Cards are not quite so much in vogue, their place having been usurped by the small note-paper that slips into the big envelopes without folding.

"HERE AND THERE."

"It is an accepted platitude that books here and there" and to a room a home-like charm that nothing else can. But how successfully to arrange them "here and there" is often a problem. Little low book cases are smart just now, and very good imitation ones may be made for the informal room by gaily painting a strong wooden box and adding shelves inside. The great revival of hanging bookshelves is still in force, as well, and lovely indeed are the arrangements one can achieve by means of a shelf or two of books, a bowl with the right shade of flowers to tone with the rest of the room, a statuette or some small work of art to add its own particular note. Hung directly over a table, such a bookshelf is most useful as well as decorating, and gives the effect almost of a secretaire. Again, books sometimes look very effective on a mantelpiece of no too definite period and of no great interest in itself. The purely decorative possibilities of books, in short, are infinite and all too seldom considered in the furnishing of a room.

MODERN DOLLS.

The modern doll is a most fascinating object indeed. They have nice supple bodies to begin with, that are covered with silk and are infinitely more attractive than the old "papier mache" ones. But the faces and clothes are even more pleasing. They are sly, coy, mischievous, demure children to choose from—one for every mood as it were. A gorgeous beaded Queen of Sheba poses majestically alongside a devilish looking little sailor boy with a mad Puck-like face. A prim, be-ruffled maiden slowly but surely wins over the gruff, red-faced gendarme that a sleek black "movie" vamp "has set her cap at." Of as much interest to grown-ups as children, the new dolls have unlimited charm, the reason being, no doubt this very diversity of expression which doll makers now invest them with, instead of leaving them with the maddeningly insipid faces, the staring eyes and the everlasting smile, which they have worn for ages past up till now.

FANCY FLOWER VASES.

The woman with imagination will discover so many things that are almost as charming as a Lalique vase or a Cellini bowl to hold flowers if she will only see that same imagination to work. The boxes that are given away as favours at dance clubs to begin with; the decorative wooden and metal boxes; in which are packed the sweets, that one is offered from time to time; colourful sauce boats from old sets of china, all these make attractive receptacles for every kind of blossom, from simple daisy to gorgeous orchid. Dull gilt painted boxes or vases with ugly wooden boxes or boxes on which the paint has worn thin. Tempera paint applied evenly or in an "arty" fashion will make very amusing "bowls" out of old jars of one kind or another.

LOVERS OF ANTIQUES.

Devotees of the antique—and their number is surely legion—never tire of the search for something unusual and original to add to their store. The most amazing old things are so often found in dusty unpretentious shops "far from the madding crowd," that such searching is often rewarded beyond the expectations, even of the searcher. Just now, there is a tremendous vogue for Empire brass candlesticks and small tables of the same period, Louis XV glass candelabra and Victorian china dogs and flower arrangements.

SEMI-POUCH BAGS.

The envelope type of bag is being superseded in popular favour by a semi-pouch model, that is large, flat and square, and distinctly smart and useful for every day wear. Lizard skin figures a great deal in these new models. Numbers of boys de rose toilettes seen at the recent race meetings, relied, as a matter of fact, on one of these bags for their only note of relief. With them, of course, there were lizard skin shoes to match, simple little one-strap models, or else mixtures of lizard skin and a light kid. Bags made of white oilcloth are to be seen a lot, made up in simple designs, to be carried with summery frocks or purely sports models. Very effective these, especially if the initials of the owner are added in black, red, green or blue tones, to match the frock or to contrast with the dead white of this.

(Continued on next column.)

AN EXCITING LIFE.

THE "BEST SELLER" AT WORK.

Writing to the editor of a magazine old Blodgers, author of "The Lure of Bhing" (110th. thousand), states:—"I invariably go up to the study at ten each morning, and work till half-past one or two. If I have not completed the chapter or the short story in hand, I return at half-past two and work till four. The secret of production, I have found, is fixed hours and daily output, however small."

This is very interesting to me, writes A. G. Thornton in the *Daily Chronicle*, for my flat overlooks the Blodgers's flat and on my occasional days off, by getting behind my curtains and observing carefully, I am able to watch the distinguished man without being seen. I admit that in the ordinary way this conduct on my part would be reprehensible, but since the lives of authors are necessarily public property I make no apology to anybody, least of all to Blodgers.

In the first place, punctuality is not a great point with Blodgers. I have seen him in his room at 10.30, at 10.35, at 10.40—never at 10. Let us say he gets there fairly early—at 10.20. For some reason or other the first thing he does is to alter the position of all the chairs in the room, and to remove the fern from the window and put it behind his desk out of sight. Blodgers hates that fern with a bitter hatred, and I have seen him staring at it for minutes together. Why he does not throw it out of the window I don't quite know. I suppose it helps him to construct his villas.

A MAN OF METHOD.

Having re-arranged the room a bit, Blodgers gets out his typewriter and carefully unlocks it. He places his packets of typewriting paper beside it and moves the typing table a little to secure a better light. He next takes off his coat and rolls up his sleeves. A workmanlike chap Blodgers. He is now beginning. He walks to the window and looks out on the garden. Having counted all the shrubs in sight one would think he was satisfied. He is not. He cranes his neck to see round a corner of the garden he cannot possibly see. After craning for some time he opens the window, but without success. I next see him at the window of the adjoining room looking down earnestly. Apparently satisfied about things in that quarter of the garden, he returns to his study and shuts the window. The church clock strikes 10.45. Blodgers frowns at it.

At this point he has an idea—I can see it is a genuine inspiration. With a quick movement he takes a cigarette and lights it. He throws the match into the

(Continued on next column.)

SUZANNE'S FROCK.

Suzanne Lenglen is wearing a new tennis frock this season, which does away altogether with sleeves. Those which figured in her former costumes, were so short as to be quite a negligible quantity, but, evidently the famous champion thought even these hindered her in her game and decided to do away with them. The frocks that she has been wearing during recent championship matches are made of a very strong white silk, so strong and opaque that no petticoat was needed underneath. The skirt reached only to the knees, was cut straight and pleated in fine knife pleats; the bodice part was perfectly straight and plain and cut with large armholes which allowed a maximum of freedom for movement; into these there were no sleeves fitted. Round her head, Suzanne wore her customary bandeau, but this year it had gained such proportions that it was more like a miniature turban. She chose generally two shades of yellow for this, a light and a deeper orange shade, and matched it with a light yellow sweater, which she kept on until the first few games had warmed her up somewhat, when she discarded it until the end of the set. White shoes and stockings, of course, went with this outfit.

waste paper basket with the air of a man who has got something off his mind. One thing leads to another, and his attention directed to the wastepaper basket, Blodgers bends down, and carefully places in it odd bits of paper which have missed it. He then tears up several letters and throws them in also. Suddenly he stoops to the basket. Has he thrown away an idea? No; apparently not; for the paper he has seized to crumple up and pitches at a photograph on the wall. He throws so vindictively that I am sure he must be throwing at the portrait of a deceased relative who failed to leave him a legacy.

SETTLING DOWN.

At the third shot he hits the relative, and this puts his eye in for wall billiards, a game Blodgers is pretty good at. I always think. He gets in some very smart angles with his paper ball after he has taken down most of the pictures and pulled the curtains from the sides of the windows.

After wall billiards he has a round at golf, getting his paper ball into the wastepaper basket with masher shots, using the old tennis racket he keeps in this room for the purpose. Anyone can see that Blodgers by this time is getting down to it. He moves some more furniture and gets in a longer masher shot. Blodgers's smile of triumph turns to a frown as the door opens and Mrs. Blodgers comes in. I do not hear what passes between them, but as the butcher has just been round I imagine it has something to do with lunch. With his racket in his hand, Blodgers, I can see, is irritable. Very irritable. His attitude is that of one whose creative work is interrupted, his mood destroyed, his morning ruined by idle chatter about lunch. Lunch! You can see in his attitude his contempt and loathing for the whole idea of lunch. As he comes to the window, the racket slung furiously into the corner, the church clock strikes again. The loathing of Blodgers is transferred to the clock. If he had a gun I am sure he would try a shot at it. He looks at his watch, and for a moment I hope he is going to throw it into the garden for daring to corroborate the clock.

It now becomes evident to Blodger that he must hurry things on. He scowls at the typewriter, kicks the wastepaper basket across the room, throws a paper at the fern, moves his typing table, bends down, kicks a footstool away, tries the carriage of his machine, seizes paper, thrusts it in, pulls it out, put it in, adjusts margin, adjusts bell, settles his chair, moves table, scowls at the fern, stands up, goes to the window, opens it, puts his hand out to see if it has stopped raining, flings open his door and disappears.

In the afternoon, from 2.30 to 4, Blodgers is fast asleep in his chair. An exciting life.

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HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, November 13th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.96	30.08	30.04
Temperature	77	67	75
Humidity	73	42	82
Wind Direction	Cal	N	ENE
Force	0	2	3
Weather	D	O	C
Rain	0.00	0.00	0.28

Highest open-air Temperature on 12th ... 89
Lowest open-air Temperature on 13th ... 65

HONGKONG TIDE TABLE.

From Nov. 14th to 20th, 1925.

Day of Week	Day of Month	HIGH WATER		LOW WATER	
		H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.
Satur.	14	h. m.	ft. in.	h. m.	ft. in.
		7 42	6 0	1 51	2 3
Sun.	15	7 57	6 9	1 50	2 6
		8 28	6 0	2 20	2 7
Mon.	16	8 47	5 9	3 11	1 8
		9 16	5 9	3 51	2 9
Tues.	17	9 59	5 7	3 53	1 4
		10 9	5 7	4 42	1 1
Wed.	18	11 7	5 4	5 33	1 1
		11 7	5 4	6 24	0 4
Thurs.	19	10 45	5 0	6 23	1 0
		11 15	4 7	6 29	1 1
Fri.	20	11 25	4 9	5 56	1 1

CHURCH SERVICES.

Union Church, Kennedy Rd.—Sunday, Nov. 15th—Public Worship: Morning at 11 a.m. and Evening at 6 p.m. will be conducted by Rev. J. Horace Johnston, B.A.
P.S.A. Meeting at 4.30 p.m.

Wednesday, 18th Nov., at 8.15 p.m.—Soldiers and Sailors Christian Association.
Friday, 20th Nov.—Reception to Rev. and Mrs. J. K. Macdonald from 4.30 to 6.30 p.m. Christian Endeavour Society at 8.30 p.m. [86]

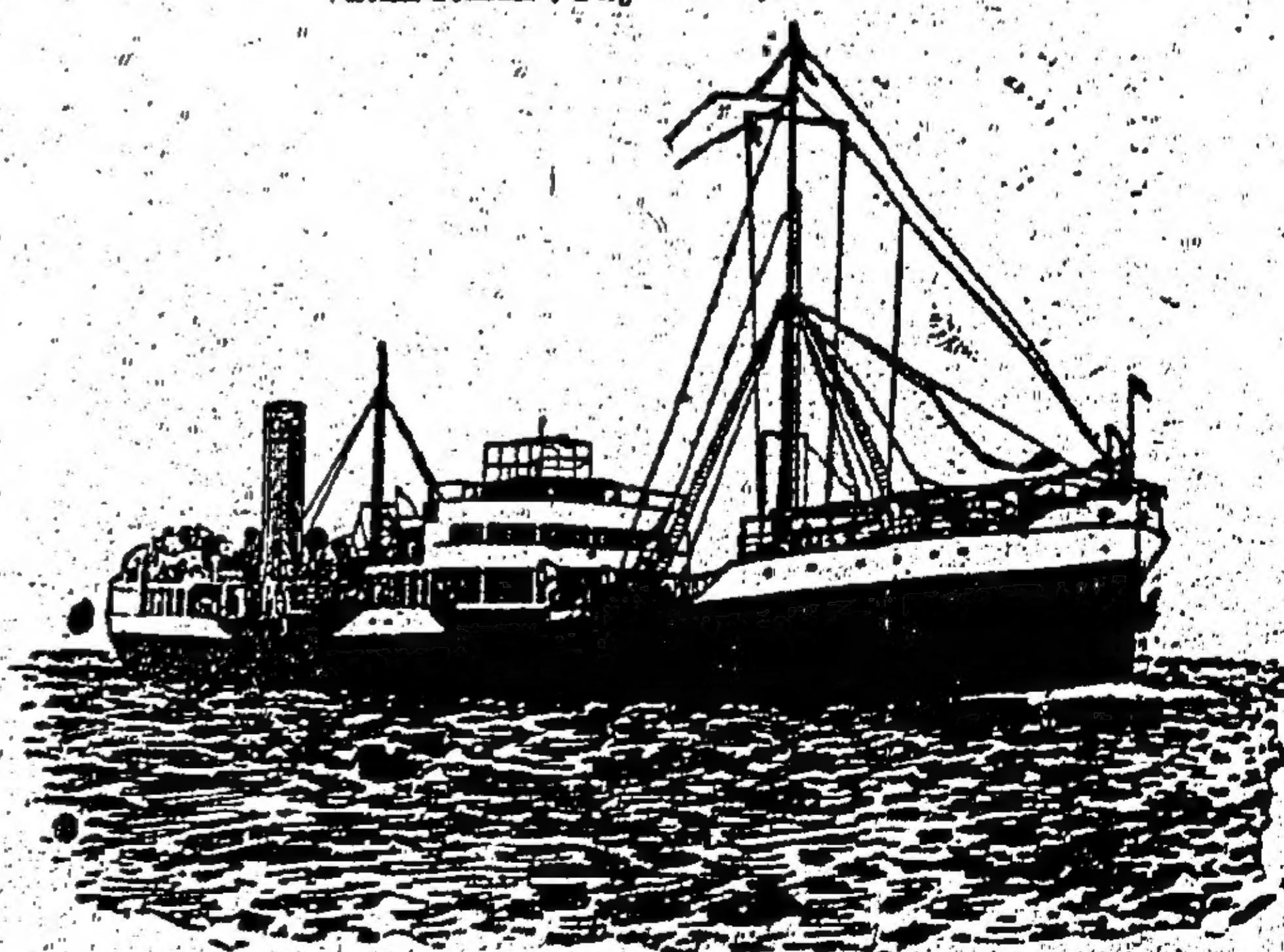
FIRST CHURCH OF CHRIST SCIENTISTS, Macdonald Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 2. [87]

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R. M. DYER B.Sc., M.I.N.A. KOWLOON DOCK HONGKONG.

SHIPPING NEWS

ARRIVALS.

November 12th.

Carl Legion, German str., 3,532 tons, Capt. H. C. Kiddle, from Shanghai, lying at Stonecutters. — Reuter, Brockelmann & Co.

Pharmany, Chinese str., 1,022 tons, Capt. H. C. Kiddle, from Shanghai, lying at buoy No. 100. — Cheong Yee S.S. Co.

Tonkin, French str., 848 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. 100. — M.M.

Tambling, British str., 1,173 tons, Capt. J. M. Sturgeon, from Port Camf, with a cargo of coal, lying at buoy No. 100. — Jardine, Matheson & Co.

Yuen Sang, British str., 1,983 tons, Capt. J. Ferguson, from Bangkok, with a cargo of rice, lying at buoy No. 100. — Jardine, Matheson & Co.

November 13th.

Escondido, Norwegian str., 937 tons, Capt. O. Nelson, from Samarinda, with a cargo of coal, lying at buoy No. 100. — K. Larsen & Co.

Haiching, British str., 1,350 tons, Capt. A. H. Stewart, from Rangoon, Amoy and Swatow, with general cargo and tea, lying at Douglas Wharf. — Douglas, Laprak & Co.

Haiching, British str., 1,222 tons, Capt. J. S. de Wolf, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. 100. — B. & S.

Kajima Maru, Japanese str., 1,306 tons, Capt. N. Ishiguro, from Dairen, with a general cargo, lying at buoy No. 100. — M.B.K.

Laurel, British str., 4,166 tons, Capt. G. Sutherland, from Manila, with general cargo and kerosene, lying at Laichikok. — Bank Line.

Manila, British str., 5,910 tons, Capt. G. E. Butler, from Shanghai, with a general cargo, lying at buoy No. 100. — Mackinnon, Mackenzie & Co.

Sui Sang, British str., 1,983 tons, Capt. S. O. Mitford, from Calcutta via Manila, with 1,530 tons of general cargo, lying at Kowloon wharf. — Jardine, Matheson & Co.

Sunking, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 100. — Man Yick & Co.

Takushima Maru, Japanese str., 3,702 tons, Capt. S. Kuba, from Nagasaki and Shanghai, with a general cargo, lying at Kowloon Wharf. — N.Y.K.

CLEARANCES.

November 13th.

Chung Hing, for Kwang Chow Wan, *Hydragen*, for Kwang Chow Wan, *Manila*, for Singapore.

Pharmany, for Haiphong, *President Cleveland*, for Manila, *Sunking*, for Amoy.

Swatow, for Amoy, *Takushima Maru*, for Amoy, *Takushima Maru*, for Singapore.

PASSENGERS.

ARRIVALS.

Per s.s. *Sui Sang*, on November 13th: Mr. and Mrs. Hines.

Per s.s. *Haiching*, on November 13th: Mr. Peck, Mr. Waterhouse, Mr. and Mrs. Allison and three children.

DEPARTURES.

By the P. & O. s.s. *Morin*, on Nov. 13th, for Shanghai and Japan: — Mr. and Mrs. B. Watson, Mr. Waddell, Mr. and Mrs. F. Hays, Mrs. A. J. Morrison and three children, Mr. and Mrs. D. Burnell, Mr. and Mrs. Dixon, Mr. D. Thorpe, Mrs. M. R. Body, Mr. and Mrs. D. Christie, Mrs. A. E. Forster, Mrs. Loden and child, Mr. and Mrs. Grier, Mr. and Mrs. Hendry, Mr. R. Benson, Mrs. Benson, Miss Benson, Mrs. A. H. Wood and child, the Misses Wood, Mr. L. Young, Mr. V. Young, Mrs. E. E. Boyd and two children, Mr. and Mrs. Charnock, Dr. Goodwin, Mr. F. O. Amy, Mr. and Mrs. W. Baldeo and child, Mrs. A. Mackay, Mr. L. E. Canning, Miss F. Bridges, Mr. C. R. Huber, Miss M. M. Winter, Mr. and Mrs. R. N. Chappell and child, Mrs. T. A. Williams, Mrs. C. O. de Esen, Mrs. Roe and child, Mr. and Mrs. Roberts and child, Mr. and Mrs. C. Applebloom, Mrs. J. Matthews, Mr. and Mrs. S. K. Wong, Mr. C. Gorcey, Mr. W. Kerr, Mr. A. V. Pincus, Miss E. M. Pincus, Hon. Mrs. W. Abel Smith, Miss A. Smith, Miss McNeill, Mr. and Mrs. A. Brady, Mr. G. M. Heaphy, Mr. Housden, Mr. C. Beach, Mr. A. P. Crauston, Mr. and Mrs. A. Antell, Mrs. G. H. Davis, Mr. and Mrs. B. T. Willis, Miss M. E. Ludgate, Miss Wright, Mr. C. J. Davidson, Mrs. J. V. Gregory, Mr. E. M. Harlow, Mr. G. Sabelstrom, Mr. M. Parke, Miss B. Lange, Mr. and Mrs. Evans, Mr. W. Harper, Mr. A. H. Lay, Mr. and Mrs. A. Irvine, Mr. and Mrs. W. S. MacGregor, Mr. and Mrs. J. W. Mackay, Mr. and Mrs. B. Bird, Miss M. Johnston, Mr. and Mrs. B. M. Bourne, Miss Smith, Mr. and Mrs. B. S. Withers, Mr. and Mrs. Dowie, Miss T. Levanova, Miss M. Thomas, Mr. and Mrs. R. Taylor and infant, Mr. T. Harrison, Miss G. M. McLaughlin, Bishop and Mrs. Molony and Mrs. Rutherford.

SHIPPING NOTES.

The shipping statement for yesterday showed that the total number of vessels in the harbour at 9 a.m. was 68, of which 34 were British.

For the 24 hours ended at 9 a.m. yesterday there were 14 arrivals of which seven were British, one French, one American, one Norwegian, two Japanese and two Chinese. The departures for the same period numbered 11; while there were six vessels clearing.

The total cargo entered for Hongkong from these vessels was 12,945 tons, compared with 4,742 tons for the previous 24 hours. The total number of deck passengers was 43, as against 1,840 entered the previous day.

The arrivals were the s.s. *Antonia* (Br.) from Singapore with a nil entry; the s.s. *Morin* (Br.) from London and Singapore with 990 tons of general cargo and mail; the s.s. *Haiching* (Br.) from Tientsin and Wei Hai Wei with 2,000 tons of general cargo and mail; the s.s. *Sui Sang* (Br.) from Manila with 1,350 tons of general cargo and mail; the s.s. *Yuen Sang* (Br.) from Port Camf with 2,500 tons of coal; the s.s. *Yuen Sang* (Br.) from Bangkok and Kuching with 900 tons of general cargo and mail; the s.s. *Haiching* (Br.) from Rangoon, Amoy and Swatow with 400 tons of general cargo and mail; the s.s. *Tonkin* (French) from Haiphong with 900 tons of general cargo; the s.s. *Broad Arrow* (American) from Sabina and Calcutta with a nil entry; the s.s. *Escondido* (Norwegian) from Samarinda with 2,100 tons of coal and 54 tons of general cargo; the s.s. *Kajima Maru* (Japanese) from Keelung with 900 tons of general cargo and mail; the s.s. *Laurel* (British) from Rangoon, Amoy and Swatow with a nil entry and the s.s. *Nun Kow* (Chinese) from Kwang Chow Wan with 150 tons of general cargo.

Later arrivals yesterday were the s.s. *Carl Legion* (German) from Shanghai, which put into harbour but left direct for Whampoa; the s.s. *Manila* (Br.) from Yokohama and Shanghai with 18 tons of general cargo; the s.s. *Kajima Maru* (Japanese) from Dairen with 1,000 tons of general cargo and 2,078 packages of sundries and the s.s. *Yokohama Maru* (Japanese) from Nagoya and Shanghai with 393 tons of general cargo and mail.

VESSELS EXPECTED.

Empress of Australia (C.P.R.), due November 15th.

Kashmir (P. & O.), due November 15th, about 6 a.m.

Tianan (B.I. & A.), due November 16th, about 7 a.m.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. H. L. Aked, Mr. H. E. Aked, Mr. & Mrs. S. M. Bander, Mr. & Mrs. E. W. Bateman, Mr. N. Beale, Mr. A. Becker, Mr. E. E. Bellios, Mr. E. J. Bickel, Mr. E. C. Boon, Mr. T. Brumell, Mr. & Mrs. E. W. G. Burges & 2 children, Mr. P. L. Butler, Mr. D. H. Capleman, Mr. W. B. Champher, Mr. R. W. Chalmers, Mr. & Mrs. Clements, Mr. R. H. Clowes, Mr. & Mrs. W. H. Clowes, Mr. & Mrs. E. N. Collison, Mrs. F. A. Crampton, Mr. F. C. Cress, Mr. J. D. Dickie, Mr. M. Dykstra, Mr. & Mrs. E. Ellis, Mr. G. A. Fafst, Mr. G. F. Fisher, Mr. F. J. W. Focke, Mr. & Mrs. A. E. A. Foog, Mr. Wm. Galloway, Mr. G. H. Gassow, Dr. D. L. Gawler, Mr. & Mrs. J. Gould, Dr. E. C. Gould, Lt.-Com. & Mrs. A. H. Guthrie, Capt. T. P. Hall, Misses A. & E. Hamilton, Mr. & Mrs. W. A. Hannibal, Mr. & Mrs. W. Hansen, Mr. O. Hansen, Mr. & Mrs. H. F. Harris & 2 children, Mr. A. Haywood, Mr. & Mrs. L. A. Hines, Mr. Hoffmaster, Mr. O. E. Holmes, Mr. & Mrs. B. Jarro, Mr. A. T. Jensen, Mr. A. K. Jensen, Mr. V. Johansen, Mr. J. E. Johnston, Mr. J. E. Joseph, Mr. E. L. Judd, Mr. L. Kerahaw, Mr. M. F. Key, Mr. D. L. King, Mr. T. O. Lamert, Mr. E. A. Larsen, Mr. & Mrs. C. Lauritsen, Mr. Leary, Mr. & Mrs. Leavell, Miss H. Lillie, Mr. E. E. Lyter, Mr. A. MacGowan, Mr. & Mrs. C. Mancine, Mr. C. L. Mannors, Mr. C. M. McDonald, Mr. S. S. McKee, Miss D. Metcalf, Mr. O. Nelson, Mrs. W. H. Northey & child, Mr. J. E. Ollerston, Mr. K. Pappell, Mr. & Mrs. C. E. J. Parsons, Mr. B. E. Pope, Mr. Isaac Poppo, Mr. A. Reeking, Mr. & Mrs. Riggenbach and child, Mr. A. H. Rowe, Mr. Joseph A. Salsky, Mr. Ed. A. Schwesinger, Mr. A. B. Scott, Mr. & Mrs. A. D. Sins and infant, Mr. R. J. Simpson, Mr. T. S. Smith, Mr. J. E. Smith, Mr. T. S. W. Smith, Mr. Ed. T. Snuggs, Mrs. E. T. Snuggs, Miss F. M. Sommers, Dr. H. F. Sommers, Mr. E. Sparks, Mr. & Mrs. A. Springburg, Mr. R. C. Tredwell, Mr. C. Trimm, Lt.-Col. & Mrs. G. Tuke, Mr. & Mrs. M. E. Varn, Miss M. Vos, Miss E. S. Wallace, Mr. G. Wandenberg, Mr. H. Watkins, Mr. E. C. Watson, Mr. & Mrs. Wilson and family, Mr. & Mrs. G. Woessner and child, Mr. D. E. Wood, Mr. B. E. Wood, Mr. B. S. Zumwalt.

Mr. & Mrs. H. A. Adamsen, Mr. J. S. Orr, Mr. W. S. Orr, Mr. C. E. Orr, Mr. & Mrs. J. Johnson, Mr. B. Johnson, Mrs. McCann, Mr. B. J. de H. Moore, Mr. & Mrs. J. H. Oxberry, Mr. P. F. Palmer, Mr. J. C. Raiton, Mr. T. Sanborn, Mr. & Mrs. R. S. Sanborn, Mr. W. A. Stopper, Mr. C. E. Warren, Capt. A. Watson, Mr. & Mrs. R. A. Westley, Mr. A. B. Wise, Mr. & Mrs. Jose, Yapiango.

CANADIAN PACIFIC
EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

18th Days from Hongkong to Vancouver.

LARGEST, FASTEST AND MOST LUXURIOUS STEAMSHIPS

NEXT SAILING FOR PACIFIC COAST.

S.S. EMPRESS OF AUSTRALIA
WILL SAIL FOR
VICTORIA AND VANCOUVER

Via SHANGHAI, KOBE AND YOKOHAMA

DAYLIGHT, FRIDAY, NOVEMBER 27TH.

FARES TO PACIFIC COAST

FIRST CLASS	SECOND CLASS	THIRD CLASS
G. \$375.	G. \$210.	G. \$125.

(Payable in Hongkong Dollars at Current Rate of Exchange on Date of Purchase of Ticket.)

HONGKONG—MANILA—HONGKONG SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 19	Dec. 5	Dec. 6	Dec. 8
Dec. 19	Dec. 30	Dec. 31	Dec. 23
Jan. 1	Jan. 3	Jan. 4	Jan. 6

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.

N.Y.K.

SAILINGS SUBJECT TO ALTERATIONS.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan port.

Through Bills of Lading issued to all Overland common points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$400, G. \$420, G. \$440.

KAGO MARU ... Thursday, 19th Nov. at 11 a.m.

YATO MARU ... Wednesday, 18th Dec.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAKUSAN MARU ... Saturday, 21st Nov. at 11 a.m.

KITANO MARU ... Saturday, 19th Dec.

HABUNA MARU ... Saturday, 19th Dec.

HAMBURG via LONDON & ROTTERDAM

TATSUMI MARU ... Tuesday, 9th Dec.

LIVERPOOL via ADEN & MARSEILLES

DELAGOA MARU ... Monday, 7th Dec.

SYDNEY & MELBOURNE via Manila & Ports

HISHIMA MARU ... Wednesday, 18th Nov. at 11 a.m.

TANGO MARU ... Wednesday, 23rd Dec.

NEW YORK and/or BOSTON via PANAMA

TAKAO MARU ... Thursday, 19th Nov.

BANGKOK MARU ... Saturday, 5th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

KAWACHI MARU ... End of Dec.

CALCUTTA via Singapore, Penang & Rangoon.

OBYLON MARU ... Wednesday, 18th Nov.

BOMBAY via Singapore, Penang & Colombo.

TORU MARU ... Saturday, 14th Nov.

PENANG MARU ... Tuesday, 24th Nov.

WAKASA MARU ... Friday, 27th Nov.

NAGASAKI, KOBE & YOKOHAMA

TANGO MARU ... Thursday, 19th Nov.

SHANGHAI, KOBE & YOKOHAMA

BENGAL MARU (Moli direct) ... Sunday, 15th Nov.

TOYOOKA MARU ... Tuesday, 17th Nov.

KAMO MARU ... Tuesday, 17th Nov.

KATORI MARU ... Tuesday, 1st Dec.

NIPPON YUSEN KAISHA.

For further information, apply to: S. KINOSHITA, Manager.

Telephone Central Nos. 392, 393 & 2492.

HOLLAND EAST ASIA LINE

of the United Netherlands

Navigation Company.

Regular Four-weekly Service between

Japan, Vladivostok, China, Hongkong, Manila, Singapore

and

Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:

s.s. "OUDERKERK" ... 30th Nov. 1925

s.s. "WESTERDYK" ... 28th Dec.

ARRIVALS FROM EUROPE:

s.s. "WESTERDYK" ... 17th Nov. 1925

s.s. "OUDERKERK" ... 16th Dec.

All Reservations have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to: JAVA-CHINA-JAPAN LYN,

Agents, York Buildings.

Telephone Central No. 1574.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

STRAITS & CALCUTTA	"FOOKSANG"	Monday, 16th Nov. at 3 p.m.
SHANGHAI & TAKAO	"YUENSANG"	Tuesday, 17th Nov. at 7 a.m.
KOBE via AMOY & MOI	"LAISANG"	Tuesday, 17th Nov. at 7 a.m.
BANDANAI	"HINSANG"	Tuesday, 17th Nov. at Noon.
SHANGHAI	"TUNGSHING"	Wednesday, 18th Nov. at 7 a.m.
KOBE via AMOY & SHANGHAI	"HOSANG"	Sunday, 22nd Nov. at 7 a.m.
STRAITS & CALCUTTA	"SUISANG"	Monday, 23rd Nov. at 3 p.m.
TIENSIN	"CHEONGSHING"	Tuesday, 24th Nov. at Noon.
STRAITS & CALCUTTA	"KUISANG"	Wednesday, 2nd Dec. at 3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS:—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE <td>EVERY THREE DAYS</td>	EVERY THREE DAYS
HONGKONG—MANILA LINE <td>EVERY SATURDAY FROM BOTH PORTS</td>	EVERY SATURDAY FROM BOTH PORTS
HONGKONG—HAIPHONG LINE <td>EVERY SUNDAY FROM BOTH PORTS</td>	EVERY SUNDAY FROM BOTH PORTS
HONGKONG—BORNEO LINE <td>EVERY FORTNIGHT</td>	EVERY FORTNIGHT
HONGKONG—TIENSIN LINE <td>EVERY FORTNIGHT</td>	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE <td>EVERY WEEK</td>	EVERY WEEK

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

TELEPHONE: CENTRAL NO. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS. CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Leave Hongkong	Vessel	Leave Hongkong	Discharge
"GLENBEG"	Noon, 13th Nov.	1st Dec.	"CARMARTHENSHIRE"	23rd Nov.	London, Rotterdam & Hamburg via Urm.
"GLENARA"	10th "	24th "	"GLENBEG"	24th Dec.	London, Rotterdam & Hamburg
"CARMARTHENSHIRE"	10th "	7th Jan.			
"GLENBEG"	24th "	21st "			
"GLENARA"	7th Jan.	4th Feb.			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3586.

AMERICAN
ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD

ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE.

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT GRANT" ... Nov. 17th, 5.00 p.m.

"PRESIDENT MADISON" ... Nov. 23rd, 5.00 p.m.

TO EUROPE—\$120—\$112—\$110

FOR MANILA

"PRESIDENT MADISON" ... Nov. 21st, 5.00 p.m.

"PRESIDENT JACKSON" ... Dec. 3rd, 5.00 p.m.

First Class on the Pacific. First Class on American or Canadian Railways. First

Class and Monocles and Second Class on the Atlantic. Choice of Trans-Continental

Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Points!

also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Office SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE, Managing Operators for

UNITED STATES SHIPPING BOARD,

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795.

THE SWEDISH EAST ASIATIC
COMPANY, LIMITED,

GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

S.S. "SUMATRA" Will Leave on or about 7th December.

Subject to change without Notice.

For further particulars, please apply to

GILMAN & CO., LTD.

Agents.

CHINA COAST CHANGES.

The following are the latest China

Coast Changes:—

Mr. J. W. Storchman, has signed off

the *Hing Sang* as 2nd mate and hasgone 1st mate of the *Hing Sang*.

Mr. H. A. P. Meik and Mr. G. A.

Powell of the *Hing Sang* have gone 2ndand 3rd mate respectively of the *Hing**Sang*.

Mr. J. J. McKinn has signed off as

1st engineer of the *Hing Sang* and hasgone 1st engineer of the *Hing Sang</*

1. The first step in the process is to identify the problem or issue that needs to be addressed. This involves gathering information and understanding the context of the problem.

POST OFFICE NOTICE.

XMAS LETTER MAIL FOR THE UNITED KINGDOM.

Xmas Letter Mail for the United Kingdom will be closed in the G.P.O. at 9.30 a.m., the 21st November.
This mail is due in London on the 22nd December.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Office, Main Hall, at all other times messages should be taken through the express entrance at Pedder Street and Des Vaux Road to the Radio Office on the 3rd floor of the building, these doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

Radio Traffic with Canton and Swatow is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

INWARD MAILS.

FROM	PER	DATE
SHANGHAI	Chonan	14th Nov.
STRAITS	Kashmir	15th Nov.
SHANGHAI	San Ying	16th Nov.
STRAITS	Tianco	16th Nov.
STRAITS	Pres. Grant	16th Nov.
STRAITS	Kamo Maru	16th Nov.
STRAITS	Mishima Maru	17th Nov.
JAPAN	Mishima Maru	18th Nov.
AUSTRALIA & MANILA	Tango Maru	20th Nov.
JAPAN	Mishima Maru	20th Nov.
CANADA, U.S.A. & SHANGHAI	Emp. of Australia	20th Nov.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Madison	20th Nov.
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Cleveland	20th Nov.
U.S.A., HONGKONG, JAPAN & SHANGHAI	Pres. Pierce	20th Nov.
AUSTRALIA AND MANILA	Changla	27th Nov.
MANILA	Pres. Madison	28th Nov.

OUTWARD MAILS.

FOR	PER	DATE
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and EUROPE via Mauritius—due 11th Dec.	Manila	Saturday 14th, 9.45 A.M.
Swatow	Sungshan Maru	10.30 A.M.
Poochow	Danant	11.30 A.M.
Haiphong	Tanaka	12.30 P.M.
Shanghai	Lucerne	3.00 P.M.
Amoy	Lei Sang	Sunday, 15th, 9.00 A.M.
Swatow, Amoy and Formosa	Kamo Maru	9.00 A.M.
Shanghai and Japan	Kashmir	9.00 A.M.
Sandakan	Hingang	Monday, 16th, 10.30 A.M.
Saigon	Diomed	10.30 A.M.
Straits and Calcutta	Footane	Parcels 1.00 P.M.
Formosa	Yuenang	5.00 P.M.
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C. & *S. America & *EUROPE via San Francisco—due 14th Dec.	Shiyo Maru	Tuesday, 17th, 9.45 A.M.
*Shanghai and *Japan	Kamo Maru	10.00 A.M.
Swatow, Amoy and Poochow	Hai Ching	Noon
Shanghai, Japan, Canada U.S.A., C. & S. America & *EUROPE via Victoria B.C.—due Victoria 7th Dec.	Pres. Grant	Parcels 2.45 P.M.
*EUROPE via Siberia (Letters & Post cards specially superscribed * via Siberia only)		Letters 3.30 P.M.
Bangkok	Kiangsu	2.30 P.M.
Amoy	Szechuen	3.00 P.M.
Manila, Australia and New Zealand via Thursday Island—due Thursday 12th, 29th Nov.	Mishima Maru	Wednesday, 18th, 9.45 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Mauritius—due 11th Dec.	Serpent	9.45 A.M.
*Straits, Mauritius and South Africa	Sarat	10.00 A.M.
Wai Hai Wei	Hichow	2.30 P.M.
Shanghai, Japan, *Canada *U.S.A., *C. & *S. America & *EUROPE via Victoria, B.C.—due Victoria 17th Dec.	Kamo Maru	Thursday, 19th, 9.45 A.M.

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS.

November 13th, 1925

On London—	
Telegraphic Transfer	2/4 1/2
Bank Bill, on demand	2/4 1/2
Bank Bill, at 30 days' sight	2/4 1/2
Bank Bill, at 4 months' sight	2/4 1/2
Credit, at 4 months' sight	2/4 1/2
Documentary Bill, 4 months' sight	2/4 1/2
On Paris—	
Bank Bill, on demand	1/4 1/2
Credit, 4 months' sight	1/4 1/2
On New York—	
Bank Bill, on demand	57 1/2
Credit, at 30 days' sight	59 1/2
On Bombay—	
Telegraphic Transfer	156 1/2
Bank Bill, on demand	156 1/2
On Calcutta—	
Telegraphic Transfer	156 1/2
Bank Bill, on demand	156 1/2
On Singapore—	
Bank Bill, at sight	nom.
Private, 30 days' sight	nom.
On Yokohama—On demand	137
On Manila—On demand	114 1/2
On Batavia—On demand	101 1/2
On Rangoon—On demand	142
On Haiphong—On demand	nom.
On Saigon—On demand	nom.
On Bangkok—On demand	75 1/2
Overseas, Bank's buying rate	\$3.20
Gold Leaf, 100 fine, per tola	32 3/16
Bar Silver, per oz.	32 3/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital\$30,000,000
Issued and Fully Paid-up\$30,000,000
Reserve Funds:—
Sterling£4,500,000
Silver\$28,500,000
Reserve Liability of Proprietors\$30,000,000

Court of Directors:

G. M. YOUNG, Esq., Chairman.
H. P. WHITE, Esq., Deputy Chairman.
D. G. M. BERNARD, Esq., Hon. Mr. A. O. LANG.
W. H. BELL, Esq., W. L. PATTERSON, Esq.,
A. H. CUMMINGS, Esq., J. A. PUMMER, Esq.,
Hon. Mr. P. H. HOLYOAK, T. G. WEALE, Esq.

Chief Manager:

A. H. BARLOW, Esq.

Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS:

WESTMINSTER BANK, LTD.
CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STRILING on terms which will be quoted on application.
Hongkong, 19th May, 1925. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.
Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSITS at CURRENT RATES.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January, 1925. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors £3,000,000

Foreign Exchange and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 15th, 1925. [30]

SOCIETE FRANCAISE DE GERANCE

DE LA BANQUE

INDUSTRIELLE DE CHINE.

ETABLISSEMENT FRANCO-CHINOIS.

(Incorporated in France).

6, Charter Road, Victoria, Hongkong.

Head Office:

Paris, 74, Rue St. Lazare.

CapitalFr. 10,000,000

ReservesFr. 10,790,000

Working fund provided by

THE BANQUE INDUSTRIELLE DE CHINE:

Fr. 50,000,000.

BANKERS:

France: Societe Generale, Banque

Nationale de Credit, Banque de Paris

et des Pays Bas.

London: Midland Bank, Ltd.

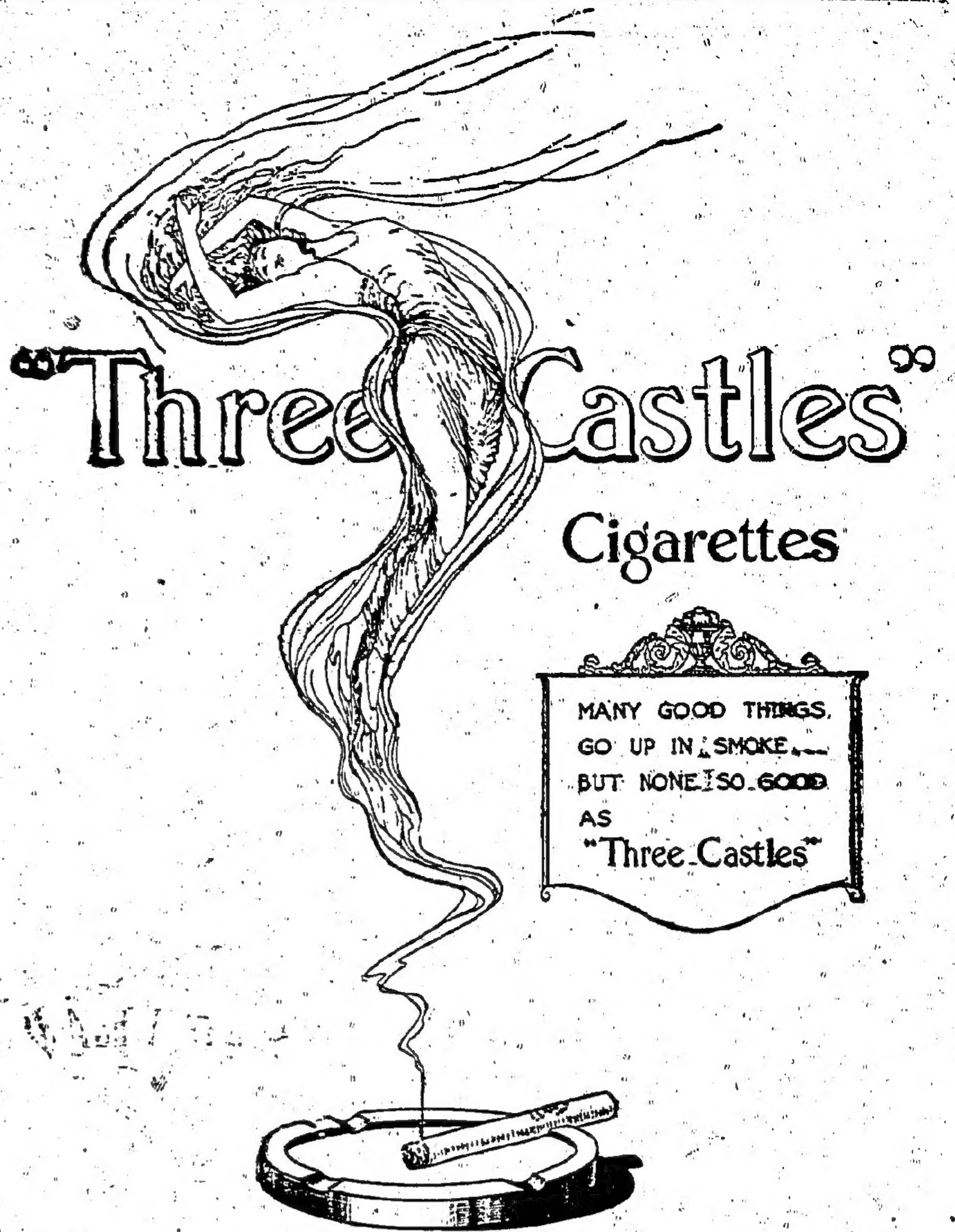
New York: Irving Bank, Columbia Trust.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. HOLLIEN, Manager.

Hongkong, 12th July, 1924. [33]



THE MERCHANT BANK OF INDIA, LIMITED.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000

Subscribed Capital£1,800,000

Paid-up Capital£1,050,000

Reserve Fund£1,300,000

BANKERS:

THE BANK OF ENGLAND

and

MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Calcutta, Kanton, London, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama.

HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted.

INTEREST allowed on Current Accounts

at 3 per cent. per annum on Daily Balance

and on Fixed Deposits at Rates that

may be ascertained on application.

J. B. ROSS, Acting Manager.

Queen's Road Central,

Hongkong, April 17th, 1925. [29]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office:

86, Boulevard Haussmann, Paris.

Subscribed CapitalFr. 72,000,000.00

Paid-up CapitalFr. 68,400,000.00

Reserve FundFr. 29,667,283.54

BRANCHES:

Bangkok, Canton, Hongkong, Kanton, London, Madras, Rangoon, Shanghai, Singapore, Suez, Yokohama.

IN FRANCE: Comptoir National d'Es-

compte de Paris; Credit Lyonnais;

Banque de Paris et des Pays-Bas;

Credit Industriel et Commercial;

Societe Generale.

IN LONDON: The National Provincial

and Union Bank of England, Ltd.;

Comptoir National d'Escompte de

Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.;

French-American Banking Corporation;

Guaranty Trust Co., of New

York.

Interest allowed on Current Accounts

and Fixed Deposits according to arrange-

ment.

Every description of Banking and Exchange Business transacted.

A. LECOT, Manager.

Hongkong, 20th March, 1924. [32]

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial

Charter, 1899.

Capital SubscribedYen 30,000,000

Capital (Paid-up)Yen 12,500,000

Reserve FundYen 12,980,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:

JAPAN:—Tokyo, Yokohama, Kobe, Osaka.

FORMOSA:—Ginsan, Kagi, Karento, Ke-

lung, Maikung, Nanto, Pinar, Shin-

chiku, Taichu, Tainan, Takow,

Tamsui, Toiyen, Aiko.

CHINA:—Shanghai, Hankow, Amoy, Foo-

chow, Swatow, Canton.

OTHERS:—Bangkok, Hongkong, Singa-

pore, Soerabaya, Samarang, Batavia,

Bombay, London, New York, Cal-

cutta.

LONDON BANKERS:

LONDON COUNTY WESTMINSTER AND

PARIS BANK.

The Bank has Correspondents in the

Commercial Centres in the European

Continent, Russia, Manchuria, Tsingtau,

Japan, Indo-China, Siam, India, Philip-

pine Islands, Java, and Dutch Indies,

Australia, America, Africa, &c.

Interest allowed on Current Accounts,

and Fixed Deposits at Rates which will

be quoted on application.

Z. YAMAMOTO,

Manager,

HONGKONG BRANCH,

4, Des Vaux Road, Central.

Hongkong, 20th May, 1925. [27]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

Authorized Capital£1,200,000

Paid Up Capital£1,078,580

Silver Reserve Fund\$700,000

Foreign Exchange and General Bank-

ing business transacted.

Interest allowed on

CURRENT ACCOUNTS

2% per annum on daily credit balances

of over \$100.

SAVINGS

4% per annum.

DEPOSITS

for 12 months 5% per annum.

for 6 months 4% " "

for 3 months 3% " "

on demand 2% " "

BRANCHES:

Canton, Shanghai, Hankow, Bangkok,

and New York.

LONDON BANKERS:

The Lloyds Bank, Limited.

LOOK POONG SHAN,

Chief Manager.

[37]

THE BANK OF CHINA.

行銀國中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital\$30,000,000.00

Paid-up Capital18,278,600.00

Reserve Fund6,629,425.24

HEAD OFFICE:—PEKING.

HONGKONG BRANCH:—4, Queen's Road

Central. Branches and Sub-branches all

over China, and Correspondents in

Europe, America, and other parts of the

world.

LONDON BANKERS:—The National Pro-

vincial and Union Bank of England,

Ltd. The Guaranty Trust Co. of New

York.

NEW YORK BANKERS:—The Irving Na-

tional Bank. The Equitable Trust Co.,

New York.

Interest allowed on Current Accounts

and Fixed Deposits. Terms on applica-

tion.

Every description of Banking Business

transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYEE PEI,

Manager.

Hongkong, September 8th, 1921. [38]

NEDELANDSCHE HANDEL

MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1906.

Authorized Capital

Gulden 150,000,000

Paid-up Capital80,000,000

Reserve Fund26,868,670

Special Reserves22,660,000

(21,883,330)

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